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No. 22,157 號柒拾伍百壹千貳萬式第 日捌拾月陸年巳己 HONG KONG, WEDNESDAY, JULY 24, 1929. 叁拜禮 日肆廿月柒年九廿百九千壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after April 8th, 1929, until further Notice (all previous
Time Tables cancelled.)

UP TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Kowloon Dep.	6.40	8.05	8.30	9.15	10.00	10.10	1.15	2.31	3.30	4.30	5.40
Yau Ma Tei Dep.	6.49	—	—	9.25	10.08	10.18	1.21	—	—	4.38	5.48
Shatin Dep.	7.01	—	—	9.38	10.20	10.30	1.33	—	—	4.50	6.00
Tai Po Dep.	7.15	—	—	9.53	10.35	10.45	1.48	—	—	5.04	6.13
Tai Po Arr.	7.20	—	—	—	—	—	—	—	—	—	6.18
Market Dep.	7.30	—	—	10.10	10.47	10.57	2.02	—	—	5.18	6.27
Fanning Dep.	7.39	—	—	—	—	—	—	—	—	—	6.32
Shau Kei Dep.	7.45	—	—	10.15	10.53	1.02	2.07	3.09	—	5.23	6.33
Shau Kei Arr.	7.41	8.45	9.13	10.21	10.58	1.08	2.15	3.16	4.00	5.39	6.38
Canton Arr.	—	—	—	—	—	—	—	—	—	—	—

DOWN TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Canton Dep.	—	—	—	8.10	—	—	—	—	—	3.25	—
Sham Chun Dep.	7.17	8.03	10.34	11.27	11.47	2.53	4.39	5.47	6.43	7.07	—
Sham Chun Arr.	7.25	8.11	10.43	—	—	—	—	—	—	—	7.14
Fanning Dep.	7.30	8.15	10.47	—	—	—	—	—	—	—	—
Tai Po Market Dep.	7.40	8.25	10.57	—	—	—	—	—	—	—	—
Tai Po Arr.	7.44	8.31	11.01	—	—	—	—	—	—	—	—
Shatin Dep.	7.57	8.44	11.14	—	—	—	—	—	—	—	—
Yau Ma Tei Dep.	8.11	8.58	11.28	—	—	—	—	—	—	—	—
Kowloon Arr.	8.17	9.03	11.32	12.07	12.48	3.54	5.55	6.44	7.22	7.49	—

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NO AFTERNOON SAILING FROM MACAO on THURSDAY and
FRIDAY, 25th and 26th INSTANT.

NEW YORK'S TRAFFIC SYSTEM.

TWO GREAT PROBLEMS FOR POLICE.

WHISTLES, CONCS, LIGHTS, AND "RUSH."

UNDERGROUND, ON THE GROUND, AND OVERGROUND.

New York has two different traffic problems, both of which present difficulties which are sometimes greater even than those of London. There is first the problem how to control a mass of people and cars and omnibuses and trams flowing backwards and forwards in a space of 300 square miles, which is the area of the five boroughs making New York City, though the latest town-planning schemes propose to make an area of 5,323 square miles into a composite City State.

And, secondly, there is the problem how to divert and rearrange this mass, so that it will become smaller rather than greater—how to prevent the city from becoming full of people who are only passing through from one side of it to the other. The first is for the police, the second for the town planners. This article will deal with the problem for the police.

Right-Angle Streets.

Traffic in New York can be regulated in a way that would be impossible in London. The streets of New York all intersect one another at right angles—or at least all the newer and more important ones except, strangely enough, those around Wall-street, which still remain crooked and narrow, in the busiest part of the city.

The avenues run from north to south, and the streets from east to west, every street having roughly 20 numbers between it and the next street, and every avenue 100 between it and the next avenue. It is therefore possible for all east-west traffic to be stopped at a given signal, and to be released at the end of two minutes and the north-south traffic held up instead. For this reason traffic control is more highly developed in New York than it is in London.

At every street crossing a lamp can be seen—there is sometimes only one lamp every two or three crossings, but it can always be seen. A red light means "Stop" and a green one "Go." At the principal crossings bronze towers have been erected in the middle of the road to hold the lamps, but New Yorkers are now bitterly complaining that the 8150,000 spent on them has been simply thrown away, as they are quite useless, and are soon to be pulled down.

Two Whistles.

At the main crossings, to make assurance doubly sure, there are policemen with whistles. One trembles to think what would happen to a policeman in New York if he had to depend, like his London counterpart, on a long arm stuck out across the street. At the end of every two minutes they blow their whistles twice, and the red and green lights are reversed. At the first blow all traffic stops; at the end of the second all the "held-up" traffic moves on. The shrill blast of the policeman's whistle can always be heard for hundreds of yards around, above the continual roar of the New York traffic.

The worst period of congestion is during the theatre "rush" hours. Any pedestrian crossing a street in the theatre district around Forty Second Street without waiting for the policeman's whistle is liable to be fined, though in actual practice no one ever is. Nevertheless, every one waits in a group till the whistle blows.

It is interesting to see how pedestrians control their own traffic along the pavements. It is safe to say that on the main pavements of New York every one keeps to the right, and a person trying to walk on the left side of the pavement, though he would be liable to no legal penalty, would soon give it up, as he would make practically no headway.

The most remarkable feature of New York traffic to an Englishman is the pace it goes. When a green light is showing a car will go anything up to 50 miles an hour down one of the main streets, only to pull up "on its withers" with a screech of brakes the moment the whistle blows, and the red lights go on. There is only one vehicle which may disregard the lights. In New York one constantly hears the blood-curdling shriek of the fire engine as it tears down the streets, round all the corners, at break-neck speed—far more terrifying than the London fire engines.

Nearly all the traffic in New York is composed of four and six seater closed cars. A few dull green omnibuses ply their way up and down Fifth Avenue are the only answer to the forest of bright red omnibuses that line Oxford-street. There are trams down some of the other avenues, and for those who cannot afford to take a taxicab (which, in comparison with other things, are remarkably cheap in New York) there is always the subway (underground) or the elevated railway.

Underground.

If it is easy to find one's way above ground in New York, it is extremely difficult to fathom the mysteries of the "underground" world. A forest of pillars and people, with not a sign of a railway official, make up the scenery of a New York underground. After you have got through the automatic gate by dropping a "nickel" (5 cents or 2½d.) into a slot, you may go where you like for the rest of the day without anyone bothering about you. When you "have done," you pass out through another automatic gate, which will not let you in again till you have put another "nickel" into the slot. During the rush hour the crowd is so dense in a New York underground as to be quite terrifying.

The elevated railway is far simpler, though not quite so quick. It has absorbed a great number of people who would otherwise have blocked up the underground completely, and there are notices in all the undergrounds telling people of the advantages of travelling along the elevated railway instead of underground. The railways are in themselves "hideous and spoil any street over which they run, and their double row of supporting pillars make the problem of crossing a street even more difficult than it naturally is."

But they are certainly simple to understand, as they run only up or down town and never sideways or in circles. It is impossible to understand how New York could ever have begun to solve its traffic problem without the elevated railway. As it is, the new Commissioner of Traffic, Mr. Grover Whalen, has a hard task in front of him.

He has started by making the "parking" laws more stringent. If a car is left in a street a policeman walks up to it and makes a chalk mark round its tires. If the tire is still on the chalk mark when he comes back later, the owner is fined—a simple way of proving conclusively whether or not a motorist has left his car too long in one place, and one that might well be copied by the London police.

But Mr. Whalen is very far from reducing New York's traffic problem to a simple code which will work successfully. At present he is the standing joke of the musical comedy stage. Whether or not he will succeed time alone can show, but if he does, he will be a great man.

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Diary of Coming Events

To-day.

(July 24.)

Hong Kong Amusements, Ltd.,
annual general meeting, Queen's
Theatre, noon.
St. Andrew's Church Social
farewell to Mr. P. Sands, 8.30 p.m.
Queen's Theatre: "True Heaven."
World Theatre: "The Belle of
Broadway."
Star Theatre: "The Auction
Block."
Dinner Dance: Peninsula Hotel,
8.30 p.m.
Times:—High: 12.09 a.m. and
10.10 a.m.; Low: 5.54 a.m. and 5.50
p.m.
European Mails:—Outward:
Europe via San Francisco (Siberia
Maru), 8 p.m.

Thursday.

(July 25.)

St. James.
Legislative Council, 2.30 p.m.
Reception on board s.s. Tjibadak,
3 to 5 p.m.
Y.M.C.A. Social evening, fare-
well to Mr. P. Sands, 9 p.m.
Queen's Theatre: "Casanova,
Prince of Adventurers."
World Theatre: "Square Crooks."

Star Theatre:

"The Boxer
Bride."

Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dances: Repulse Bay
Hotel and Peninsula Hotel, 8.30
4.30 p.m.
Times:—High: 12.32 a.m. and
10.47 p.m.; Low: 4.29 a.m. and 6.25
p.m.
European Mails:—Inward:
Europe via Negapatam (Antenor).
Friday.
(July 26.)

Christian Fellowship Meeting,
Helena May Institute, 10.30 a.m.
Billiards League:—Police Res.
C. & P.O.'s Club, Buffalo Club
Somerset, K.O.S.B. v. Royal
Engineers, St. Patrick's v. Gar-
rison, Mess, Police v. Royal
Artillery.

Queen's Theatre: "Casanova,
Prince of Adventurers."
World Theatre: "Square Crooks."
Star Theatre: "The Boxer
Bride."
Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dances: Peninsula Hotel,
8.30
Times:—High: 12.32 a.m. and 11.32
a.m.; Low: 5.08 a.m. and 7.02 p.m.
European Mails:—Inward:
Europe via Siberia (Suwa Maru).

Saturday.

(July 27.)

Lawn Bowls:—Div. I.: Police v.
Taikoo, Kowloon C.C. v. Craigeng-
ower, Kowloon Dock v. Kowloon
Bowling Green, Civil Service v.
Recreio. Div. II.: Taikoo v. Civil
Service, Recreio v. Yacht Club,
Kowloon Bowling Green v. Kow-
loon C.C., Craigengower v. H.K.
Electric.

Lawn Tennis:—"B" Div.: South
China v. H.K.C.C., M.B.K. v.
Chinese R.C. "C" Div.: Craigeng-
ower v. South China.
Queen's Theatre: "Casanova,
Prince of Adventurers."
World Theatre: "Square Crooks."

Star Theatre: "The Boxer
Bride."
Kowloon C.C. Concert, 8.15 p.m.
Craigengower C.C. Radio Night,
9.15 p.m.
Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dances: Repulse Bay
Hotel and Peninsula Hotel, 8.30
Times:—High: 9.04 a.m. and 11.32
a.m.; Low: 5.08 a.m. and 7.02 p.m.
European Mails:—Outward:
Europe via Marseilles (Suwa
Maru), 9.30 a.m.

蛟龍豈是池中物

"How is a dragon a thing
to be kept in a pond!"

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pond—he would rise and soar and his might
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FIRST AUTOMOBILES HAD NO SPARK PLUGS!

Motorists nowadays know the important function of the spark plugs, but few realise that the first automobiles sold in America were not equipped with them.

It sounds odd, but it is a fact. In the original one-cylinder car, according to H. Rabetzana, research engineer of the AC Spark Plug Company, ignition was accomplished by a "hot tube" which had to be pre-heated by the motorist—usually with a blow torch. This "hot tube" was one of the chief causes of uncertainty in pioneer motoring. It was slow in reaching the right temperature, uncertain in its functioning and its use fraught with difficulty and danger to the owner.

The first spark plugs introduced were surprisingly bad, the engineer reminds us, and if one of them were used in present day engines, it would not last a minute at wide open throttle.

In the intervening years of automotive progress, spark plugs, like other component parts of the automobile, have been gradually developed and improved to the end that they might be dependable, trouble-free and long-lived. As a consequence, there are spark plugs to-day as nearly perfect as it is possible for men and machines to make them.

SIDE-VALVE O.H.V.

Which is the more popular, side-valve or overhead valve machine? Last year the Ariel output was represented by 40 per cent. side-valves and 60 per cent. O.H.V.'s. The O.H.V. percentage was even then considered extremely high, but to-day the figures show 69 per cent. O.H.V.'s and 31 per cent. side-valves.

From this it would seem that the side-valve machine, once so popular, is now definitely on the wane. The fact that this is by no means due to a general lack of demand is shown by the fact that a recent week's orders for Ariels amounted to the high figure of 1,129.

STUDEBAKER CORPORATION. ENLARGES CANADIAN OPERATIONS.

Walkerville, Ont.—The Studebaker Corporation of Canada, Ltd., has opened a new plant here for the manufacture of bodies for Studebaker and Erskine passenger automobiles. The opening of the new plant, according to an announcement by D. R. Grossman, vice-president and general manager, marked the completion of the first major project in the corporation's expansion programme made public last year.

The company is increasing the use of Canadian materials, it is stated, and looks for export business to parts of the British Empire to be stimulated under the influence of the preferential tariff. Extensive improvements have recently been carried out at the main unit or Plant No. 7. The new plant now opened and in operation in all departments on the construction, upholstery, trimming and painting of bodies is known as No. 9 and comprises 180,000 square feet in two large buildings formerly occupied by the Gottfredson Corporation.

ANOTHER AFRICAN EXPEDITION.

An expedition has just started on the arduous journey from Cairo to the Cape.

Three Morris-Commercial Six Wheeled vehicles are being used and are in the form of two caravans and a supply wagon. One caravan is used for dining and the other for sleeping, and both are luxuriously furnished and equipped with every possible convenience.

It will be remembered that two Morris-Commercial six wheelers were successful in crossing the hitherto unconquerable Kalahari Desert some months ago, so that the capabilities of these vehicles for explorative tasks have been thoroughly tested.

MOTOR NOTES

AUTOMATIC BRAKE.

APPLIED WHEN ACCELERATOR IS RELEASED.

A motor-car with a foot-brake which is automatically applied the moment the driver takes his foot from the accelerator has made its appearance.

During a test says the motor correspondent of the *Daily News*, I was driven along a straight road at a speed of about fifty miles an hour. Suddenly the driver removed his foot from the accelerator and the car on its own account came to a standstill smoothly in the same distance one would expect if the ordinary foot-brake had been used.

The device is the invention of a young Swiss, M. Badertscher, and patents have been taken out in all parts of the world. It virtually removes the necessity of the customary foot-brake control, though one was fitted on the car for emergency purposes.

When the car is at rest and neutral gear engaged the new brake is on. The driver engages the first gear, lets in the clutch and accelerates—the brake is released and the car starts.

The automatic brake will hold the car on the steepest hill; this makes starting on a steep gradient easy, for it is not necessary to use the hand-brake.

There is a neutral position on the accelerator pedal where the brake does not come into action and the engine can be used as a brake. This is to prevent constant braking on acceleration. But as soon as the accelerator pedal is allowed to come back beyond the neutral point, on goes the brake.

After a little practice it is possible, owing to the neutral position, to use the accelerator in the same way as a foot-brake pedal and for choking or stopping.

ROAD FINANCE.

MOTORISTS AND LOCAL AUTHORITIES.

The Automobile Association has addressed a letter to Highway Authorities in England and Wales urging—

- (a) the importance of accelerating the construction of new roads and the widening of existing arteries;
- (b) the need for steps to be taken to provide for the equitable distribution of highway costs over all classes, and
- (c) the necessity for the future revenues of the Road Fund to be devoted exclusively to road costs.

A model resolution is also being submitted to each Council for adoption and subsequent transmission to local members of Parliament.

A THOUSAND-CAR GARAGE.

LONDON'S LATEST.

For the first time royal patronage is being given to the opening of a garage in the West End of London. Next week the Duke of York is to open the new Lex Garage in Little Poulney Street and Lexington Street. Only a short time ago Colonel Ashley, as Minister of Transport, opened another of these big garages, which it is hoped will do much to relieve the pressing parking problem in the West End, but "the Lex," which the latest and biggest of these super-garages is called, is something more remarkable. It has cost something like £180,000 to construct and can accommodate over a 1,000 cars on its 100,000 square feet covering five floors. Moreover, all of these cars can be got out and the garage cleared in twenty minutes, a feat which the very latest of the American garages could scarcely equal.

Runways of an easy gradient are provided to the three higher floors as well as to that in the basement from four entrances, thus leaving the lifts free for the use of motorists, who are furnished with sinks for dressing-rooms and bathrooms, while there is a clubroom and waiting-room for chauffeurs. Being in the centre of the theatre district, the garage will help to solve the problem of parking for theatre and restaurant clients, a difficulty which managers say has seriously affected their business, and at the same time it is likely to have the effect of bringing down the high tariffs for garage accommodation in Mayfair.

THORNYCROFTS IN AUSTRALIA.

Figures recently published summarising the registrations of commercial motor vehicles in Victoria, N.S.W., divulged the interesting fact that Thornycrofts were the only British make showing progressive increases for 1928-7 and 8. This must be all the more gratifying to the makers, in view of the fact that the total registrations of British built vehicles show a decline, although it is hoped this is only temporary, in view of the big prospects for motor vehicles in the Australian market.

COTTON IN MOTOR TYRES.

Automobile tyres are slowly taking the burden of passenger and freight loads away from wagons and carts throughout the world, but just what goes into a tyre to give it strength and durability to carry such loads swiftly and safely is not commonly known.

The belief that a tyre is made entirely of rubber may be held by a few. In fact, there was a time when it was believed that tyres were cut out of rubber.

It was the discovery of the vulcanizing process that made it possible to manufacture a rubber tyre with resilience strength and paved the way for the commercial era of the rubber industry.

Charles Goodyear, after whom the Goodyear Tire & Rubber Company of Akron, Ohio, U.S.A., was named was the discoverer of the vulcanizing process. Cotton constitutes a vital part in the building of tyres. At the cotton mill the cotton is woven into cord. The Goodyear Company maintains its own mills in various parts of the United States so as to be able to manufacture the best grade of cord possible, which is known as Supertwist and is used exclusively in Goodyear tyres. Each bale of cotton entering the Goodyear mills is sampled and every year of Supertwist is tested before use to see if it has the high tensile strength demanded and the degree of elasticity required.

Crude rubber in different lots, as received from the Goodyear plantations, varies greatly in the manner in which it will cure after compounding. A bale of crude rubber is taken from each of four or five different lots and mixed together for blending.

Chemicals used in compounding are tested for their degree of purity and strength. From every batch of compounded rubber a sample is taken for curing in a small mold and tested for toughness and wearing ability.

The load carrying ability of any pneumatic tyre depends entirely on the capacity of the tyre to hold the air within it. Therefore, it is the tyre's primary function to hold the pressure of the inflated tube on the inside. It must also resist the pressure on the outside from road contact.

WILLYS KNIGHT CARS & TRUCKS.

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LOCKED-UP ENGINE.

A MYSTIFYING TROUBLE.

An unusual and mystifying trouble which might baffle many experienced motorists is described by "Focus" in *The Light Car and Cyclecar*.

A few days ago, he says, I heard of a man who endeavoured to start his car and found that the starter would not turn the engine and that it was absolutely impossible to move it by hand. Imagining that a seizure had occurred, he proceeded to strip down the whole engine, and it was not until he had taken off the radiator, manifolds and several other parts, involving three hours' work, that he discovered the cylinder head gasket had sprung a leak and filled one of the cylinders with water, which, being incompressible, naturally prevented the engine from being turned.

USE OF CELLULOSE LACQUERS.

It is interesting to observe the satisfactory results which are now being obtained from the employment of cellulose finish on commercial motor vehicles, not only in this country but elsewhere, says *The Commercial Motor*. For instance, one American concern has 75 coaches which have been sprayed with such lacquer, and one vehicle which ran for over two years, covering 88,000 miles, required only cleaning and polishing at a cost of 30/-. This was not an exceptional case, and it is expected that at least four years of service will be obtained from this class of finish. It will thus be seen that it compares very favourably with the older methods of painting.

PARKED CAR ON RAILWAY LINE.

CANADA'S CARELESS
MOTORISTS.

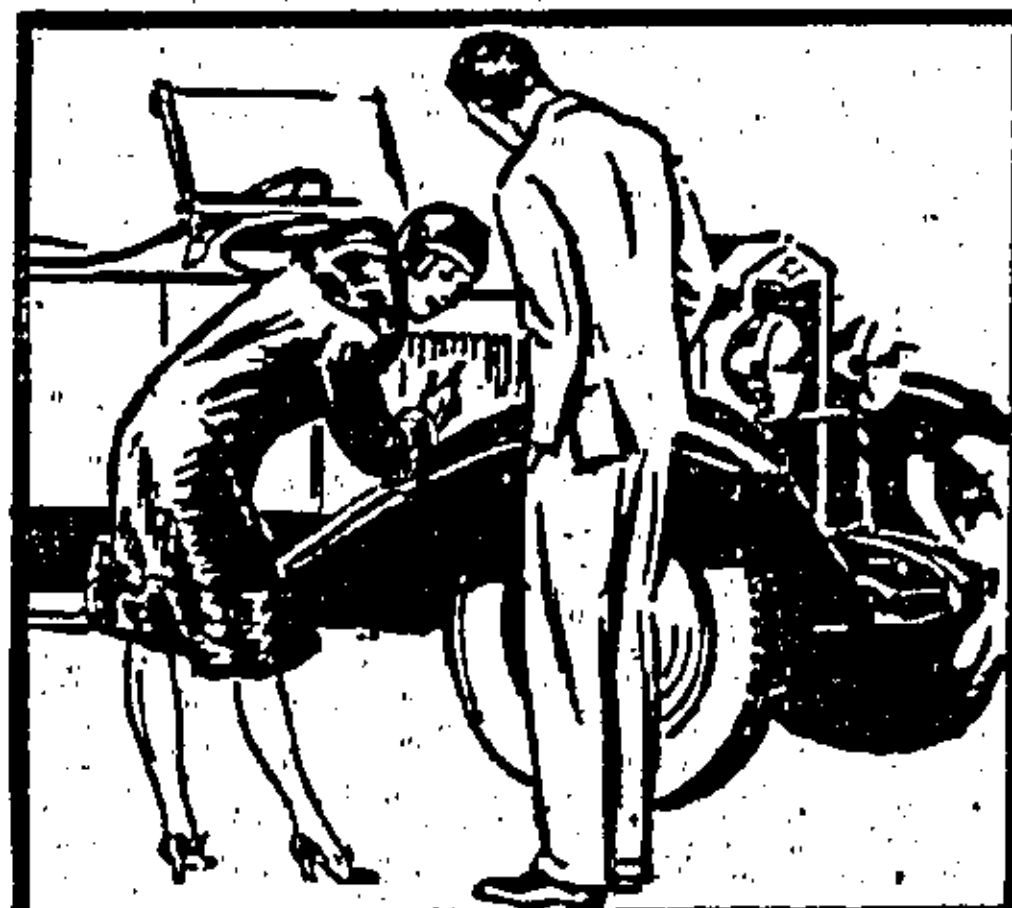
Under the heading of "inexplicable negligence," a list of extraordinary accidents due to the carelessness of motorists, is published by the Canadian National Railway in an analysis of accidents occurring on the railway lines of Canada last year:—

- 1 driver parked on the railway lines while he had a sleep.
 - 44 motorists drove into the sides of moving trains.
 - 38 drove into the sides of standing trains.
 - 1 tried to drive between two railway cars while switching—unsuccessful.
 - 12 parked too near the railway tracks.
 - 7 went for a drive along the railway tracks—they met express trains.
 - 1 driver left his car on the tracks to search for something he had dropped on the road. When he returned there was nothing left of his car.
 - 1 driver stopped on the railway tracks to adjust his load.
 - 11 found too late that their brakes needed relining.
- Forty per cent. of the accidents at level-crossings were due to the same "inexplicable negligence" of motorists; 325 vehicles broke or damaged level-crossing gates which had been shut.

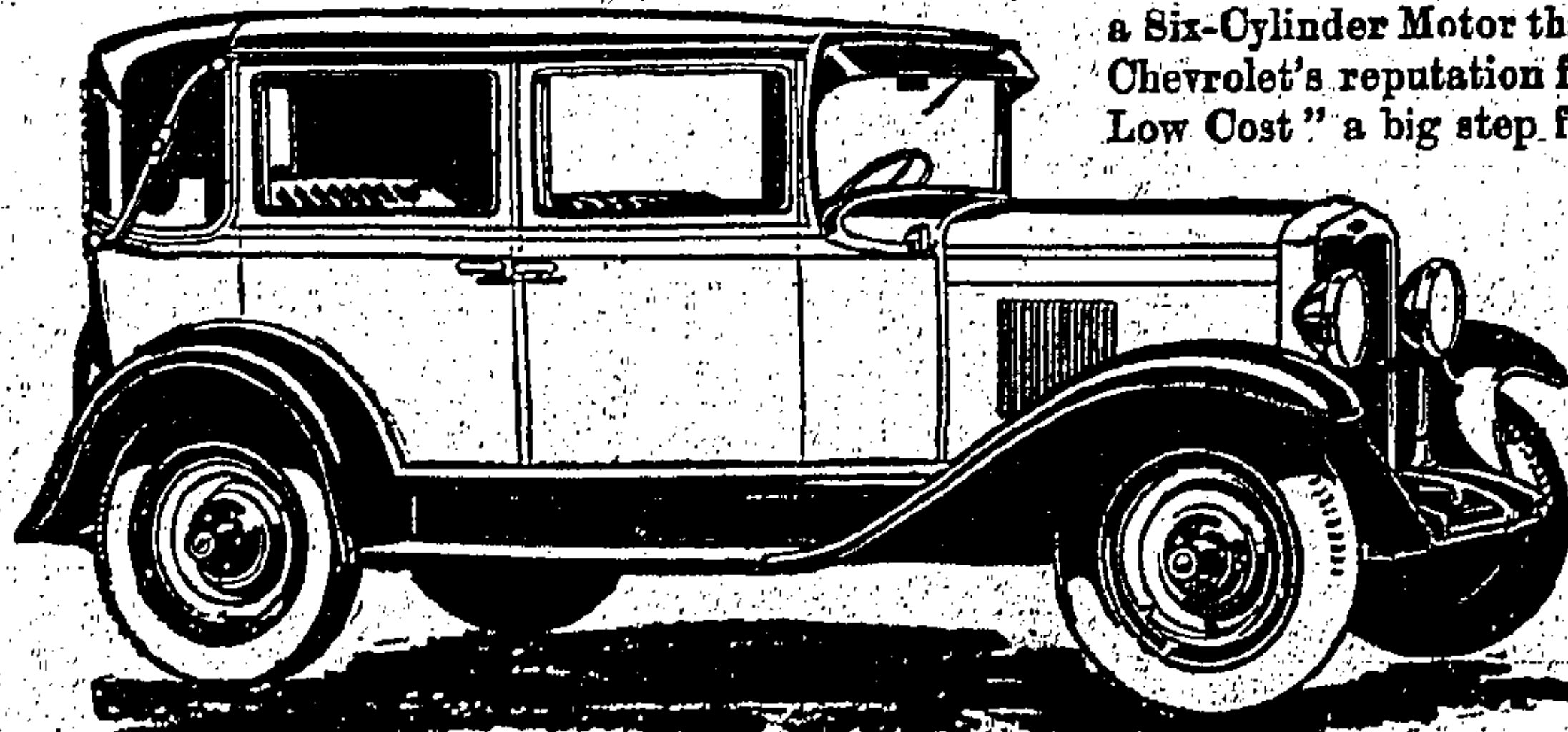
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Roadster	G.\$790.
Four Door Sedan	G.\$980.
1½ Ton Chassis	G.\$755.

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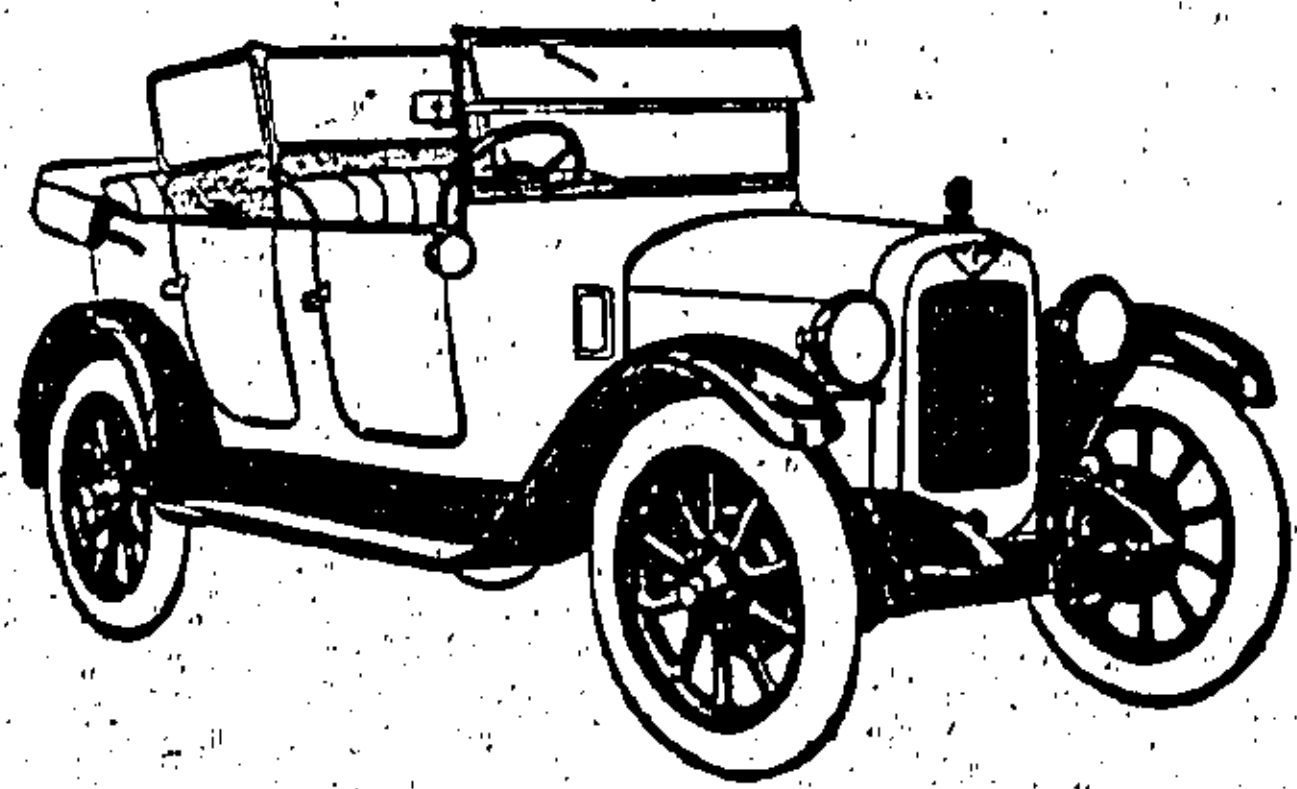


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MOTOR NOTES.

COMMON SENSE WITH THE CAR.

CORRECT OPERATION MADE PLAIN.

LUBRICATION AND TEMPERAMENT.

In the tenth of the fourth series of "Radio Talks to Motorists," the Vacuum Oil Company's lubrication engineers stress the need for a study of the car, one is driving, and of a complete "understanding" of such it could be termed, between driver and car.

How many of us operate our motor-cars as if they were really a part of ourselves? Do we feel that synchronism—that perfect harmony—which should exist between the "thing of steel" and ourselves? Some years ago—before motor-cars were as common as they are to-day—one would often hear the expression: "He is a good horseman;" and that was one of the highest compliments one could say of another in the realm of sport. An analysis of this expression would develop the fact that "he" had his heart and soul in horses—and that there was some kind of a bond between the two. He had the faculty for control of such animals, and thoroughly sensed their whims, temperaments, and peculiarities, and could develop in them performance to the extreme degree—an animal under his direction would behave and answer instinctively every wish of its rider.

Its Off Days.

"What has that to do with motor cars?" you say. A motor-car, is simply a thing of steel, inanimate without that power of compelling affection. Well, that may be true in an actual physical sense, of course, but did you ever see a locomotive engineer pat his engine affectionately after a hard run? Almost any locomotive engineer will tell you that his charge has its whims—its off-days and its good days—its fits of temper and such like. It is also a well-known fact that some engineers can get better results out of their engines than others would if placed in the same cab.

Why is that? Is it because the more efficient man has had more years of experience? Not altogether that. But he has allowed the great mechanism of iron and steel to become a part of himself, as it were. "The thing of steel" seems to feel and respond to the master's touch. How true all this is, too, of motor car driving. There are many drivers who operate their cars over long periods of time without much actual trouble or expense. The machines always seem to be in tune, always ready to respond, and yet the owners drive just as hard and just as far as many others whose results are not at all gratifying. But they do it all in such a different way. For one thing, when driving they keep their cars in perfect balance. If I could take you down to the corner—to the intersection of two well-travelled streets—I could make my meaning quite plain. I cannot do it actually but let us pay a pseudo visit, anyway.

Two Examples.

Here comes a fairly large touring car, with six people aboard, probably running about 30 miles an hour. He slows down some, of course, but evidently not enough, because you will notice that those in the rear seat are catapulted to the far side with quite some force. Now, probably this did not entail much of a strain on the chassis in general, but its effect is noticed after several thousands of such turns. And how about the tyres? They suffer severely under such side strains and skidding tendencies, to say nothing of the discomfort of the passengers, who are being bounced around in their seats this way and that. Now watch this other car make the same turn. I happen to know this driver, and simply to watch him perform is an inspiration in itself. His car is just as heavy, he is making about the same speed, and he is also carrying six passengers.

In the first place he doesn't wait until the last minute before applying his brakes; neither does he apply them as if he were jamming on an emergency lever of some sort. In making the turn the inside wheels take the lower part of the road near the gutter, and the car swings around and into the straightway without being out of balance for a second, much the same as a footballer takes a curve—the outer rail is slightly higher than the inside rail—the curve is banked.

Continued Good Service.

I have been asked repeatedly:—"If I never drive over 25 miles an hour should my car not give long continued good service?" Yes, it should, but it also depends a great deal on just how you drive—the bumps, the holes and other hazards which appear suddenly in front of you at times. Then, too, there are lots of folks who just naturally like (Continued on next column.)

BAN ON THE NOISY MOTOR-CAR.

WHEN HOOTING IS FORBIDDEN.

CROSS-ROAD PERIL.

New regulations designed to reduce the noise of street traffic have been drawn up by the Minister of Transport in England and come into force, on August 1. The Minister has also circulated local authorities, drawing their attention to the cross-roads peril and the remedies suggested by the road traffic conference which reported in May.

The new regulations make it an offence for any person to use or permit to be used a motor-car or a trailer drawn by a motor-car which causes "any excessive noise as a result of any defect in design or construction or lack of repair or faulty adjustment."

It is also an offence if excessive noise is due to the faulty packing or adjustment of the load, but if it is due to some temporary or accidental cause which could not have been prevented by the exercise of due diligence and care there is no offence.

"Nerve-Racking Noise."

The road conference was unable to suggest a way of dealing with the grievance of the "nerve-racking noise from motor-horns." All that the new regulations do is to make it an offence to sound a motor-horn on a stationary vehicle except when an audible warning is necessary on grounds of safety.

The regulations apply to all motor vehicles, including motor-cycles.

In his letter to local authorities recommending the suggestions of the conference regarding cross-roads the Minister says:—

"The advantages which may be anticipated from a continuous and systematic application of the recommendations now put forward will be largely thrown away if a feeling is thereby engendered that the drivers of vehicles on main trunk roads have a right of way, and that all other traffic must give way to them."

"The conference recommended the erection of a special cautionary sign on the subsidiary road, but this sign is merely intended to warn a driver on that road that he is approaching a special danger of which he might otherwise be unaware. The driver on the main road is not thereby absolved in any degree from the responsibility of exercising proper caution on approaching a cross-road, and the use of the ordinary 'cross-road' sign on the main route will not be discontinued."

to ride rough-shod over everything—do not slow up even for railway crossings. Of course, this kind of driving is not only injurious to the car, but adds the element of danger as well. They seem to be under the impression that to be careful and cautious shows timidity or a lack of nerve.

To get the very best results from a motor-car from a driving standpoint—to secure the greatest amount of pleasure for yourself and comfort for your passengers, one must acquire a delicate touch on both the clutch and brake pedals. We have all noticed at times cars almost jumping for two or three feet when starting off. This practice throws a tremendous sudden strain on all parts from the clutch to the rear wheels—probably five times the strain that is exerted when pulling steadily up a steep hill. A piece of common string will suspend a pound weight indefinitely, but lift the weight up a little way and let it drop suddenly and the string will be broken.

Tremendous Strains.

The rear axle of your car, the differential mechanism, the drive shaft, universal joints, and transmission are all designed with a high factor of safety, and will stand tremendous strains when applied evenly and continuously, but when the car is jerked ahead from a standstill by harsh manipulation of the clutch pedal all these members have to absorb the momentum of a heavy fly-wheel suddenly, much the same as the piece of string subjected to the shock of the falling weight. This sort of careless clutch manipulation carried on over a period of time works untold damage, and may be the cause of a serious breakdown some time when least expected, and, of course, such a breakdown will happen, as usual, when you are "miles from anywhere."

There are many little niceties of driving that will pay you well to acquire. They will give much added pleasure in driving, both to yourself and your friends—and a factor of safety to the trip and so a long way towards eliminating all those aggravating and expensive repairs which so frequently become an unwelcome necessity to the motor car which has been operated in an ill-advised manner. So, tune up—get yourself in tune with the engine, the clutch accelerator, brake, and gear-shaft, and operate them in a manner calculated to cause your friends to remark, "He is a good driver."

NERVE OR NERVES.

CONSIDERATIONS FOR THE WOMAN MOTORIST.

I was talking about motoring the other day to a woman whom I have for long known to be of the type often described as "a bundle of nerves," writes a correspondent. She said, in the course of our conversation, "I should simply love to drive a car. But, of course, I should be too nervous. Everyone tells me so."

I had heard remarks like this before from other women, so I merely asked, in what way have seemed irrelevant manner, "Have you ever ridden a bicycle?" The answer came in a prompt and enthusiastic affirmative.

But that is very different from driving a car," my friend added; the keenness dying out of her voice. "Not at all," I assured her. "Riding a bicycle and driving a car have a great deal in common, and I always think, and have always found, that the woman who made a success of the one is equally good at the other. Tell me, were you a good cyclist, or were you nervous—the kind of rider who 'wobbles' all over the road at crucial moments?"

My friend assured me that she was a good cyclist. "At least," I was never at all nervous when riding," she added, as if fearing to sound boastful. "I rode for years, and never had any accident worth mentioning. I loved my machine. I was awfully sorry when I had to give up riding."

"You ought to try motoring," I told her. "You would find it a better nerve sedative than many bottles of tonic. Try it, and see for yourself."

Now to many who have not had much experience of cycling and motoring, and to those who do not grasp just what is needed of road users to-day, this advice may seem rash. To suggest to a person who is admittedly troubled with "nerves" that she takes to driving a car sounds a little mad, on the face of it. But the experienced motorist or cyclist knows that it is just these highly strung, nervous people whom we want on our roads in these days, rather than those hardy souls who boast openly that they don't know what nerves are.

Imagination.

In our use of the words "nerve" and "nerves" we are apt to become a little involved. We take the one for the other, while, in reality, the two words signify two very different things. The person troubled with nerves in the ordinary way is likely to be the one possessed of nerve when things come to a crisis. The robust individual, who does not know what fear is, will often succumb to the sudden panic, the unexpected catastrophe, while the nervous person, who has pictured the event which has now taken place many times in her imagination, is not overwhelmed by it, because not surprised.

What road users want to-day is more imagination. It is the chief necessity for all who would take charge of a mechanically propelled vehicle. No matter how well you may be able to drive, no matter how dexterous your handling of the car may be, if you have not imagination you are not a safe person to have on the road. For, as all readers of the newspapers know full well, the cause of a large proportion of the accidents so fearfully common in these days is, in the first place, a lack of imagination. It is not enough to drive and to think of what you are doing. You must think even more of what the other road users are doing, and more than this, of what they may do at any given moment.

Other People's Minds.

You are, for example, driving along an open road at a fair pace—say at thirty miles an hour. A car in front of you is travelling at about the same rate. For a time the two cars are equidistant. Then something happens. For some reason you are all at once on the top of the other car. What is the reason? It is to be found in the fact that, for some purpose not evident to you, the first car has slowed suddenly or even stopped altogether. Crashes, involving the loss of life and terrible injuries, have resulted many times from simple causes such as this I have indicated. It must be borne in mind by every driver that although there are road signals, yet these are not used by nearly every motorist, and it is always safer to assume that the person in front of you is one who falls in this respect.

The same need for the imaginative faculties is seen in many other trifling incidents, and the conclusion that one arrives at is that it is only safe to drive when every possible danger is apprehended and prepared for. To some this is foolishness. Such people are the motorists who, when through failing to picture a possible happening they are involved in a disaster, are filled with surprise as well as dismay at what has occurred. They suffer badly from "shock" and for a time lose their nerve altogether. The woman who was "too nervous to ride a bicycle" is certainly not fit to drive a car, but the capable driver, who is not a nervous person, is a successful motorist—one who will make a good and considerate use of the road.

MOTOR CAR WEAR AND TEAR.

ACCELERATORS, CLUTCH AND INSUFFICIENT OILING TRAP.

The managing director of General Motors declares that motorists are demanding exact information on one point. They want to know how to get the maximum use from their cars.

Carelessness in handling the clutch causes more wear on cars than any other one thing. Many drivers let in the clutch with such suddenness as to cause the driving wheels to turn a little on their tapered axle ends. Looseness at this point actually becomes a safeguard; otherwise pinion and ring gear would have to endure more strain than at present. Universal joints are strained by sudden application of power, especially if they are worn to a point where they are loose.

Sudden stepping on the accelerator is more apt to strain the clutch and the rest of the drive line, though it also frequently loosens the rear wheels from axles; injures the universal joints; strains the spokes of the wheels and helps burn up tyres.

He explained that clutches, are designed for easy operation and if the engine is accelerated beyond the point where the car itself can immediately follow, the clutch plates will slip. This heats them up and may permanently damage them. Often when a clutch slips it will heat up and expand, resulting in sudden grabbing that is particularly hostile to the drive line.

Time and time again the warning has gone out that engines deteriorate most on account of inadequate oiling. Time and time again this has been demonstrated. The motorist to-day assumes his engine to be very economical on oil, and thinks all there is to do is change the oil at stated intervals. In many cases such a rule serves well enough, but millions of engines require more oil than they get, and even the engine that is extremely economical is apt to be pressed into extra hard service, which results in a higher rate of oil consumption.

Body noises often can be traced to carelessness in use of more powerful brakes as well as to abusing the advantages of balloon tyres. To stop suddenly places a strain on the body of the car, loosening and weakening it. There is a tendency to drive too fast over rough spots when balloons lessen the bouncing but the body and the chassis are taking a terrific strain under such circumstances.

A JUDGE'S WARNING TO MOTORISTS.

A SERIOUS MATTER TO NEGLECT INSURANCE.

PENALTIES THAT CANNOT BE PAID.

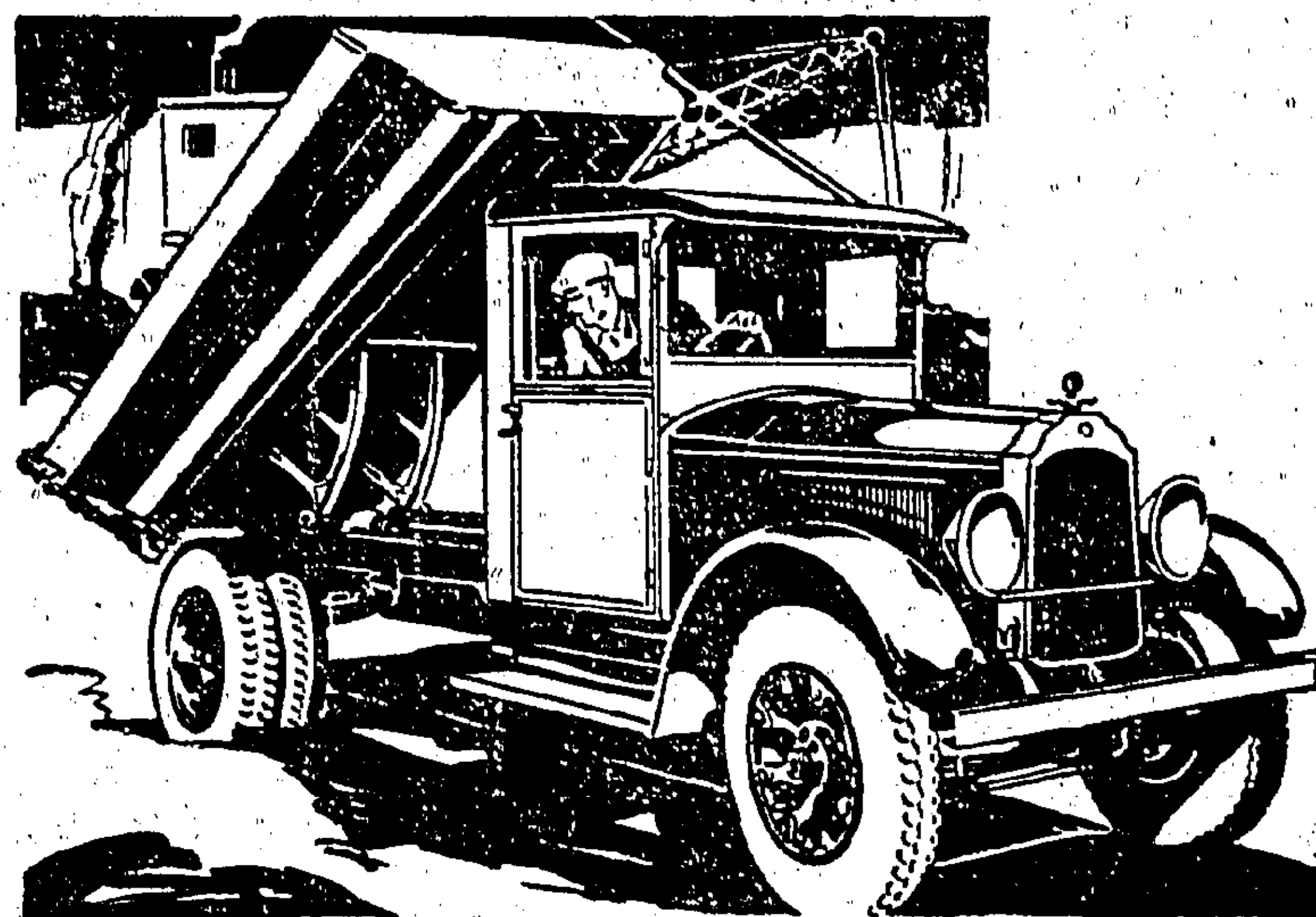
The necessity for all motorists to be insured was emphasised by Judge Snagge at Marylebone County Court recently. A youth of 20, against whom a claim for £9 6s. 8d. damages was allowed by the Judge, as the result of a collision between a stationary private car and the defendant's car in Regent's Park, offered to pay 2s. 6d. a week.

The Judge: Are you insured? Defendant: No. Whose motor were you driving? My brother's. Was he insured?—No. The Judge: This is a very serious matter. You tell me that the insurance had just run out. There you were driving at 20 or 35 miles an hour and damaging another car. "Only recently," added the Judge, "I had a case where an aged man was knocked down and was crippled for life. The jury very rightly gave him £750, but the driver was not insured, and the poor old man has not got a penny."

It had been stated that the defendant was learning the motor business and earned 30s. a week. An order for the damages to be paid at the rate of £1 a month was made.

T.T. TOO FAST FOR DIRT-TRACK STARS?

Where are the daring overseas dirt-track racers—or even the English exponents for the matter of that—in this year's races for the Tourist Trophy in the Isle of Man? At the conclusion of last year's Manx events the speedway world, according to *Motor Cycling*, was all agog with the news that some of the American cracks had definitely decided to ride in the T.T. and their decision was quickly followed by several other overseas men. What has deterred them? A glance through this year's entries show a fair sprinkling of men who have made their presence felt on the dirt tracks, but none of them is from Australia or the States. Perhaps the most surprising man who will be racing in the Island is Arthur Franklyn, who will be riding a Scott in the Senior.



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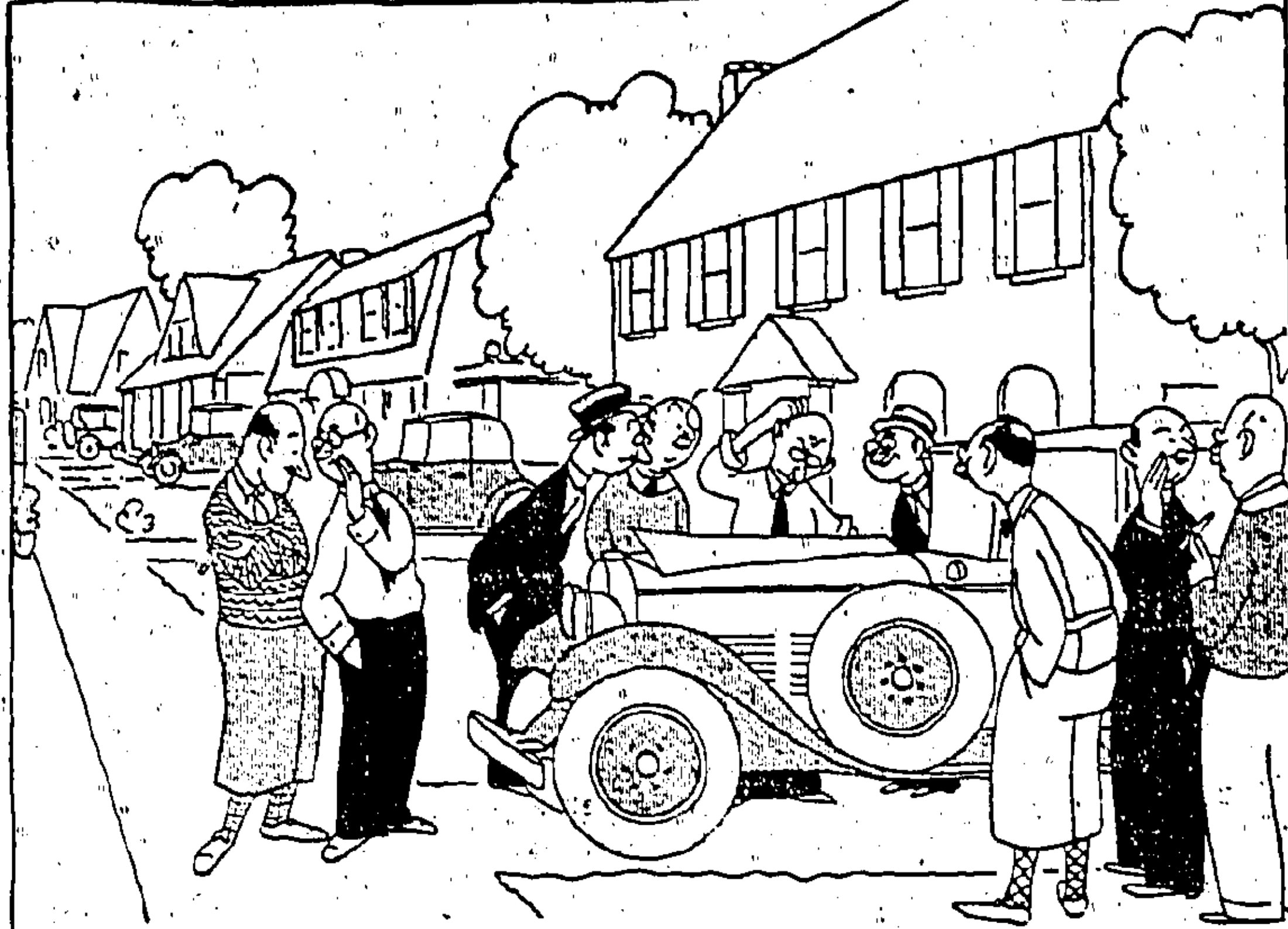
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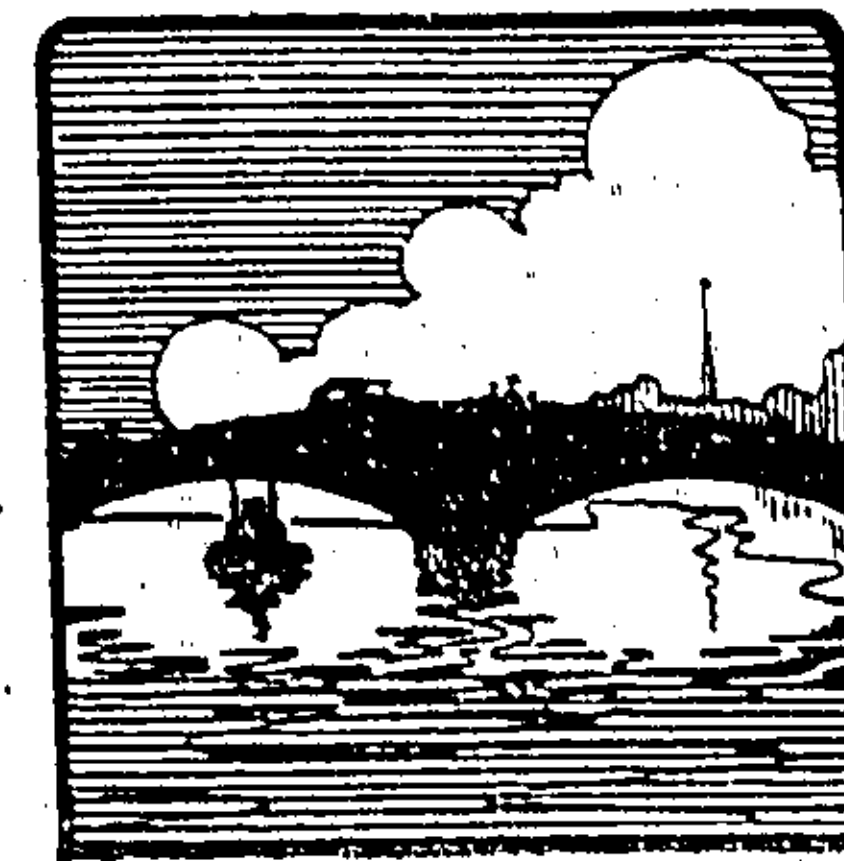
By GLUYAS WILLIAMS



A GROUP OF ONE-THOUSAND-DOLLAR CAR OWNERS TRYING TO BE SYMPATHETIC WHEN THE ONLY TWO-THOUSAND-DOLLAR CAR IN THE NEIGHBORHOOD DEVELOPS ENGINE TROUBLE

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HUMOUR: ANCIENT AND MODERN.

Teacher: "If I tear a piece of paper into four, what do I get?"
Pupil: "Quarters."
Teacher: "And if I divide it into eight?"
Pupil: "Eighths."
Teacher: "And if I divide it into 8000 parts?"
Pupil: "Confetti, sir."

Donald felt the approach of death, and his minister at the bedside was preparing him for the long journey.

"Have you anything on your mind, Donald—any question you would like to ask me?"
"Na, minister, I'm nae afraid, but I wud like to ken if there will be any whisky in Heaven?"
The minister was shocked and began to remonstrate with him upon such thoughts at such a sad moment.

So Donald, with a knowing look, hastened to add, apologetically: "Oh, it's nae that I mind, sir, but it would be nice to see it on the table!"

"Now," said the lecturer, "I want to hammer home this saying of Lincoln—'Oh, it's nae that I mind, sir, but it would be nice to see it on the table!'"

Mrs. Meyers: "What is your husband's average income?"
Mrs. Beyers: "Oh, about one A. M."

Little Waldo was much impressed by his first trip through the garden. Coming to the morning glories he shouted, "Oh, Mother, come and see, the vine with the loudspeakers!"

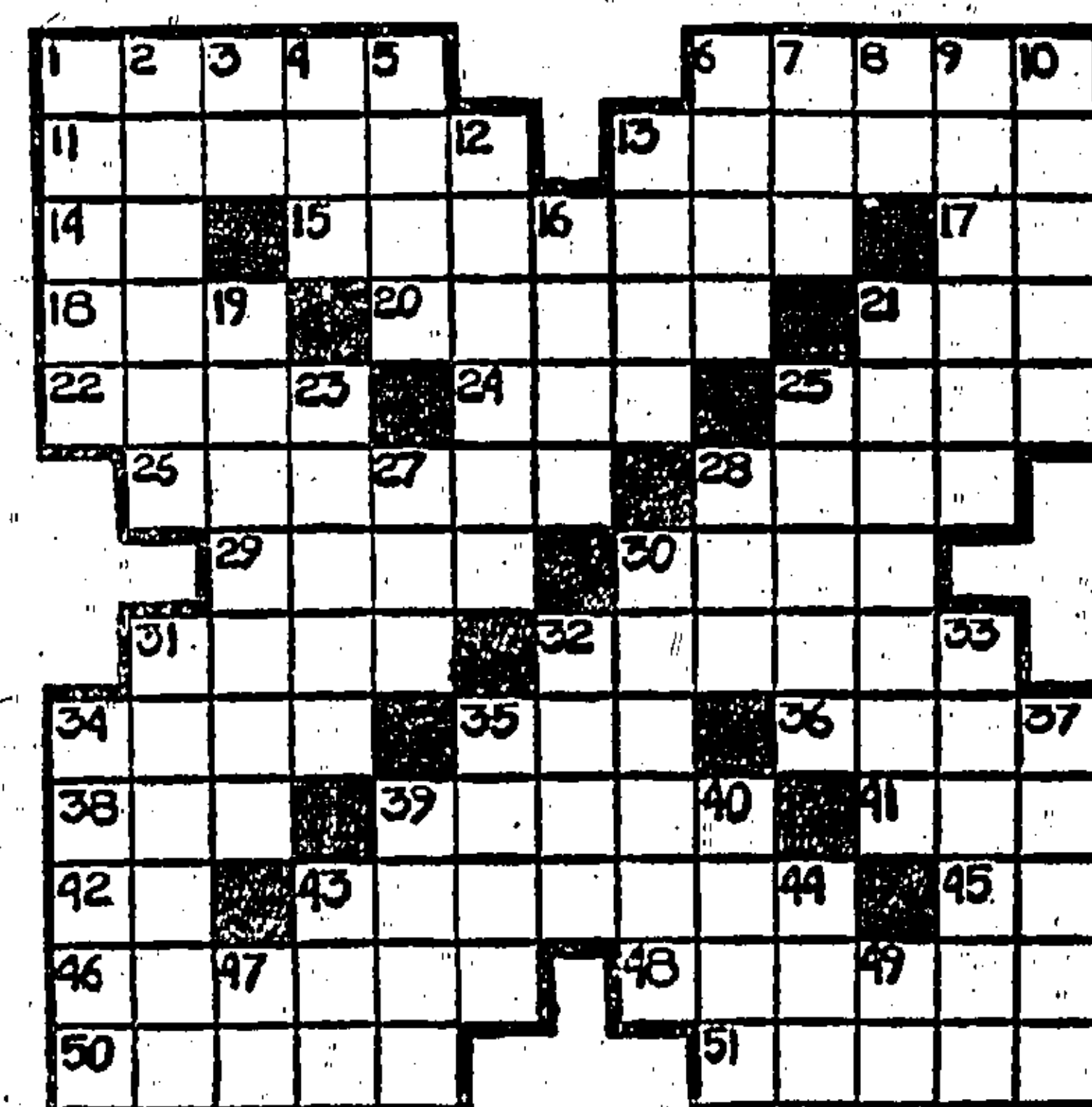
A woman on trial in New York says she can't remember shooting her husband. Goodness! She should have tied a string around her finger.

Solicitor at the Thames Court: "Is the defendant respectable?"
Man: "Oh, yes; he lives in the same street as me."

"Ah," said the street-corner orator, "what is the greatest problem that confronts the Prime Minister to-day? I ask you, what is it?"
"Where 'is missus' idea, the matches," bawled a man in the crowd.

"What name are you giving baby?"
"Marigold."
"In the hope that she will?"

CROSSWORD PUZZLE.



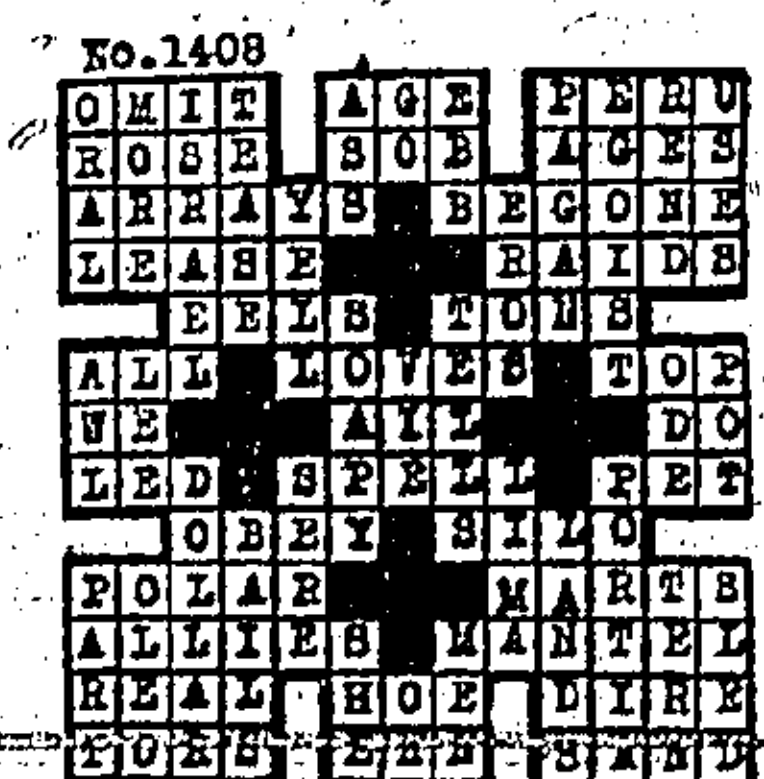
Horizontal.

- 1.—One who disregards pain.
- 2.—To corrupt.
- 3.—Greek messenger of the gods.
- 4.—Raillery.
- 5.—Within.
- 6.—Frame-work for punishment.
- 7.—Prefix; again.
- 8.—In favour of.
- 9.—Water-birds.
- 10.—Small vegetable.
- 11.—Snare.
- 12.—To raise with lever.
- 13.—Narrow opening.
- 14.—Boiled slowly.
- 15.—A fish.
- 16.—Cool drinks.
- 17.—To whirl.
- 18.—Thoroughfare.
- 19.—Sings.
- 20.—Native of North European country.
- 21.—Jutting rock.
- 22.—Bristle.
- 23.—Possessive pronoun.
- 24.—Adorer.
- 25.—To force down.
- 26.—Greek letter.
- 27.—Revival.
- 28.—Half a dozen.
- 29.—Brave.
- 30.—Fashions.
- 31.—Strikes with hand.
- 32.—Sows.

Vertical.

- 1.—To move to another position.
- 2.—Male voices.
- 3.—Conjunction.
- 4.—Inferior devil.
- 5.—To line inside of roof.
- 6.—Sailors.
- 7.—Some.
- 8.—Pronoun.
- 9.—Sea nymph.
- 10.—To entertain.

YESTERDAY'S SOLUTION.



CLOSING SCENES AT SESSIONS.

IMPRISONMENT AND "CAT" FOR BAD CHARACTERS.

BANISHEE ADMITS HIS OFFENCES.

The trial of three men on a charge of robbery by two or more at Ngau Shi Wan on May 18 was continued before the Puisne Judge (Mr. Justice Wood), and a jury yesterday. The first and second accused had an additional charge of receiving stolen property.

A police officer stated that on being arrested the first accused was wearing a pair of trousers under his ordinary clothing, and the second man had on a jacket which was too small for him, these garments being identified as part of the stolen property. The third accused was found on the ground in an exhausted condition and gave the appearance of having been beaten.

In a statement from the dock, the first accused said that he had recently come from the country, and on the night of the robbery he had gone to look for a friend. He denied that he took part in the crime. The second prisoner alleged that a constable planted a pawn ticket in his clothing and then accused him. The third man maintained that he was innocent and was assaulted by the complainant who mistook him for one of the robbers.

The jury after a short retirement found the first two prisoners guilty on the charge of robbery. The third prisoner was found not guilty and was accordingly acquitted.

In passing sentence of four years' hard labour and twelve strokes, his Lordship said he was convinced that the two prisoners were bad characters who had come here to get what they could.

"ROGUE AND VAGABOND."

Proceedings in the last two cases, heard during afternoon were curtailed by the prisoner, Tang Hing, pleading guilty. He was accused of burglary and larceny in one case, and in the other, he was charged with returning to the Colony before his banishment period had expired.

Prisoner was sentenced to two years' hard labour on the burglary and larceny charge. Dealing with the other offence, Mr. Fitzroy outlined the prisoner's criminal career. The records showed that he was first convicted in 1919 for stealing. The following year he was arrested as a "rogue and vagabond" and banished for ten years. He was arrested in 1921 after committing a burglary, and sentenced to eighteen months imprisonment and banishment for life. In March last year he came back a second time and was given twelve months' imprisonment and 20 strokes. He had thus returned to the Colony three times while under banishment.

Prisoner, who had nothing to say in Court, was sentenced to three years' hard labour. His Lordship directed that this term of imprisonment run concurrently with the other sentence, which means that the prisoner will have to serve three years in all.

This concluded the present month's Criminal Sessions.

OVERWORKED MUI TSAI.

FINE OF \$100.

MAGISTRATE ON FACTORY CONDITIONS.

The Chinese widow who was charged with ill treating and overworking her *mui tai* and failing to provide for her as she would for her own daughter, was convicted by Mr. T. S. Whyte Smith at Kowloon Magistracy yesterday.

In imposing a fine of \$100, his Worship remarked that if the defendant did not pay the fine she would go to prison for two and a half months, the length of time which she had made the *mui tai* work at the knitting factory, and she would find her imprisonment much easier than the girl had found her work at the factory.

In reply to his Worship who enquired why the factory should be open at night, Mr. H. R. Butters, of the Secretariat for Chinese Affairs, who prosecuted, told his Worship that he understood from the manager of the factory that it was a question of pressure of work. Night work was not necessary at the factory, as it was for instance, at a brewery, but as soon as the pressure ceased night work was discontinued.

Shamefully Overworked.

His Worship in giving judgment, said that the defendant had shamefully overworked the girl, but that the treatment did not amount to gross cruelty. There had been no evidence of bodily cruelty or of this charge might have been maintained.

For two and a half months the girl had worked at the knitting factory every night for 104 hours without a break, standing practically the whole time.

For this the wages were 35 cents a night but the girl did not get a cent of it. On going home—if such a place could be called a home—the girl must have been thoroughly exhausted, yet she had to carry water or do other household work before she rested.

Medical evidence had shown that such a life must have been injurious to the girl's health. Nor did such treatment appear to be in any way sanctioned by Chinese custom.

The defendant herself must realise, continued his Worship, that she was imposing on the girl conditions of life which no girl in her position should accept.

His Worship said he would take into consideration the fact that the defendant had been for a fortnight in custody. She would be fined \$100, with the alternative of two months' imprisonment.

"I am sure," added his Worship, "you will have a much easier time than she had."

His Worship pointed out to Mr. Butters that his finding amounted to a conviction on the first charge, while the defendant was acquitted of the second count.

Mr. Butters:—I would like to say that the *mui tai's* mother is in the Colony and the girl will be returned to her.

His Worship:—I am glad to hear that.

ROUND THE COURTS.

WOMAN SMUGGLER FINED \$1,000.

A Chinese woman was charged before Mr. E. W. Hamilton yesterday with possession of 732 tins of non-Government opium. The drug had been hidden in the false bottoms of six baskets which were produced in Court.

The defendant pleaded that the baskets were given to her by a friend, to be conveyed to Hong Kong. She admitted however, that she knew the contents of one of the baskets. The prosecution stated that this particular basket concealed 150 tins of opium.

The Magistrate imposed a fine of \$1,000 or in default four months' hard labour.

It was stated in the course of the case that the woman was only a carrier and that she was probably working for a wealthy gang, known to the authorities.

SYNDICATE AT WORK.

A fine of \$2,500 or alternatively 11 months' hard labour was the penalty imposed by Mr. Hamilton on a Chinese caught with 25 tins of opium. It was stated in Court that this man was probably a member of the gang for which the woman in the previous case, worked.

Four other men, who were also believed to be connected with the gang, appeared before his Worship on a charge of possession of opium. They pleaded "not guilty" and were remanded. The opium in this instance was carried in false bottoms fitted to Chinese boxes.

MOTOR SMASH SEQUEL.

Mr. Andrew Tse was summoned before Mr. E. W. Hamilton yesterday for negligent driving at Repulse Bay.

Traffic Sergeant Roberts, who prosecuted, told his Worship that the principal witness in the case was Mr. A. S. MacKichan of Messrs. Leigh and Orange.

Asked by Mr. Hamilton as to the circumstances of the case, Mr. MacKichan told his Worship that defendant "drove into him."

The defendant informed his Worship that he would be represented by Mr. M. H. Lo, who had communicated with Major O. Willson asking for a remand. Inspector Nicoll of the Traffic Department also mentioned that Mr. Lo had telephoned him asking if the case could be put over.

An adjournment of one week was granted.

RECKLESS DRIVING.

A fine of \$25 was imposed on the driver of public car No. 137 for reckless driving in Queen's Road Central on Monday afternoon.

Sergeant Wagland said the car ran into a rickshaw, which contained a woman passenger, but fortunately no one was injured.

His Worship ordered that \$1 be deducted from the fine and paid as compensation for damage to the rickshaw.

A LOST TENT.

A coolie was charged before Mr. T. S. Whyte Smith with unlawful possession of a small and queer tent bearing the name of "Woodbury, U.S.A." The defendant was arrested with it in his possession in Arther Street and it is believed that the tent was lost by some bathers. Inspector Marks made an application for a house, remand and said that he was awaiting a claimant.

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M.O.H. ON TYPHOID DANGERS.

DIFFICULTY OF DIAGNOSIS AND SYMPTOMS
TO BE WATCHED.

CHINESE "COOK-BOYS" AS POSSIBLE CARRIERS.

NORMAL RISKS OF INFECTION INCREASED.

Speaking at the Sanitary Board meeting yesterday, Dr. H. A. Fawcett, the Medical Officer of Health, stressed the point that, although there is no cause for alarm or panic, the normal risks of an outbreak of typhoid fever in the Colony have certainly been increased by the widespread use of doubtful water; open to pollution.

The Doctor also spoke briefly upon the early symptoms of typhoid fever and urged the need for medical advice should any of them be experienced at any time by members of the public.

"VAGUE DISEASE WITH A GRADUAL ONSET."

Owing to the death of his father, Mr. Wong Kwong Tin was unable to attend the meeting. In his absence, and at the request of the Chairman of the Board, Mr. N. L. Smith, certain questions relating to the typhoid warning issued by the M.O.H., which, pursuant to notice, were to be asked by the absent member, were put by Mr. T. N. Chau.

In reply to the question whether in view of the many cases of typhoid fever reported, was it his opinion that an increase in the number of cases was imminent, Dr. Fawcett replied that he could only repeat what he had already said in the Press: that it was his duty, as M.O.H., to anticipate all possible events affecting public health and to act on the assumption that even the most unlikely may happen. It was his policy to be prepared, but neither to prophesy nor raise alarm.

An Effective Motto.

"A motto summarising preventive medicine," he went on, "might be, 'Suspect: Inspect: Protect.'"

He continued: "I am prepared to say only that this is the season when typhoid is most prevalent (May to September) in Hong Kong; that the incidence of notified cases is, so far, no less or no greater than the same period last year; that the widespread use of doubtful water, open to pollution, increases the risks which are normally present in the Colony; and that an epidemic of infectious disease would be far more difficult to control under the conditions such as exist at the moment."

Asked whether he had traced the source of infection of the first case, the M.O.H. said it was not clear whether the question referred to the first case this year or not. The disease was endemic here and sporadic cases occurred all the year round. If the first case in January 1929 was meant, he must reply in the negative.

Difficult to Trace.

"In any case," he continued, "with the many potential sources of infection in this Colony, it is unlikely we could trace one case to any particular origin. With a large series of cases even, it is by no means easy to find the common factor. We seldom get a clear or accurate history—especially of the Chinese cases. It is a vague disease with a gradual onset; a fairly long incubation period and difficult to diagnose in the earlier stages. Several weeks may elapse between the 'cutting' and the notification; cause and effect get dissociated and many cases are missed altogether."

"It must also be remembered that there are many 'vectors' of enteric fever besides water. One source may start an epidemic but it spreads by varied means of which flies and human 'carriers' may be ones of importance. There is, in fact, only one cause—the typhoid bacillus—but many agents for propagation."

Uncooked Vegetables.

Another of Mr. Wong's questions asked whether infection in the cases of the late Mr. Buchanan of Shek O and Mr. Whyte of the Peninsula Hotel, was caused by the drinking of well water. The M.O.H. observed that, for the reasons given in answer to the foregoing question, he was not in a position to give a definite reply.

"In the case of the late Mr. Buchanan," said Dr. Fawcett, "the information was second hand and scanty, but it appears that he ate uncooked vegetables from his garden at Shek O. Human excreta

were possibly used, without his knowledge, as fertilisers.

"Recent analyses of the regular water supplies at Shek O suggest no serious pollution but we know that the septic tank sewage disposal there is far from ideal, and that at least one of these tanks drains into a stream from which the nearby native villagers have obtained water."

For many reasons the conditions in this Colony are ideal for the maintenance of typhoid. Daily domestic contact with people who are often of primitive and unhygienic habits establishes the cycle. The Chinese "cook-boy," even, is always a possible "carrier." The typhoid chain has many links.

Case of Mr. Whyte.

Dr. Fawcett went on to say that the Mr. Whyte mentioned was not notified as a case of typhoid but was certified as having died from appendicitis. The questioner probably meant to refer to the case of the late Mr. Cossart. Mr. Whyte was not living in the Peninsula Hotel.

In the case of Mr. Cossart, the authorities were unable to find any particular source of infection. The food at the Hotel was well known to be beyond reproach and Mr. Cossart might have taken food and drink at a place outside the Hotel. In that event, observing that the disease took about twelve days to become positive, it would be exceedingly difficult to trace any particular source, even if the full facts were available.

"I am told," said the Doctor, "that Mr. Cossart was fond of oysters and shellfish, and these may have been infected. But I do not know anything definite about this."

The Opening of Wells.

With regard to the next question, "Prior to the recent general opening of wells, were there any cases of typhoid fever reported this year?" the M.O.H. said it was difficult to say exactly when the general opening of wells started but, if it was taken as the middle of June, there had been 68 notified cases prior to June 15 this year. Of these, 16 were non-Chinese and 52 were Chinese. Twelve imported cases were not included in these figures.

Asked what were the statistics of typhoid fever for various localities for the last five years, Dr. Fawcett said he had prepared the figures asked for in table form. [The table appears at the end of this report.] The figures are taken from the Notification of Diseases register and, for the sake of simplicity, shown as whole years. The period of 1923, January to June, is shown separately. Imported cases are not shown and all nationalities are added together.

Some Fallacies.

"There are some fallacies, however, of which I have mentioned one: the difficulty of diagnosis and missed cases," continued the M.O.H. "In addition, it must be pointed out that these district figures are of very little comparative value. They are based on addresses given on the notification forms and the very uncertain reported movements of the native population. Moreover, it does not follow that the locality where the patient is taken ill is the same as that where the disease was contracted, some 12 days previously."

"The danger of typhoid from a public health point of view, lies in this very difficulty of tracing and controlling it."

5-YEAR TABLE OF TYPHOID AND PARATYPHOID FEVERS.

Districts.	1924.	1925.	1926.	1927.	1928.	Yearly Total.
Victoria	137	91	103	141	117	579
Peak	16	3	0	0	0	19
Pokfulam	3	1	0	0	0	4
Villages of Hong Kong, etc.	14	12	14	10	19	75
Tsimshatsui	22	3	3	31	7	56
Kowloon City	2	1	1	8	6	18
Total Cases	194	101	121	193	151	760

Cases of Typhoid and Paratyphoid Fevers from January 1 to June 30, 1929: Victoria 37; Peak 2; Pokfulam 1; Villages of Hong Kong 6; Tsimshatsui 6; Kowloon City 3.

RESERVOIRS' BIG GAIN.

180 MILLION GALLONS
ON ISLAND.

THE CRISIS OVER?

During the 24 hours ending at 7.30 a.m. yesterday, the water storage in Island reservoirs increased by 180 million gallons, bringing the total storage to 633 millions. This gain during a 24-hour period is the biggest recorded so far this year.

The average rainfall recorded at the various reservoirs during the 24 hours is one-fifth of an inch less than the previous day, but the gain in storage, increased three times, which shows that the streams in the catchment areas are now flowing very strongly and a maximum effect is registered from the rainfall.

Rainfall For Monday and Tuesday.

Yesterday's rainfall, up to 4 p.m. was 1.08 inches, while 3.59 fell during the previous 24 hours.

The total fall for the year is 31.13 inches against an average of 47.95.

An average of 3.35 inches was recorded at the reservoirs during the 24 hours ending at 7.30 a.m. yesterday, the individual readings being:—

Tyatam	3.83 inches.
Tyatam Tuk	3.50 "
Pokfulam	1.80 "
Wongneichong	4.25 "

Reservoir levels taken at the same time show that Pokfulam is now only 10 feet 10 inches below overflow, or two-thirds full capacity. Tyatam is 15 feet below overflow, but Tyatam Tuk is still 74 feet below full capacity, and the rise in the level of the latter will be gradual until Tyatam reaches overflow and drains into the larger reservoir. Tyatam Tuk level has, however, risen 31 feet in a fortnight.

(Continued on next Column.)

Dangers of Water.

Water, he continued, was not a very common carrier of typhoid, although it had always to be considered. An epidemic arising from the water supply would be a very serious thing indeed as the disease would come from a source of supply available to the whole of the population. On the other hand, an epidemic originating in milk would be more easy to curb as only the people who purchased milk from the particular source involved would be liable to infection and that area could be more easily controlled.

Open latrines were another link in the chain of infection on account of the flies.

"A complete and proper water carriage system is the best way to keep clear of the typhoid menace," declared the Doctor.

Varying Symptoms.

The early symptoms of typhoid fever varied considerably, he went on. It was useless to watch one's body for the appearance of spots. Often no spots appeared at all and, when they did appear, it would not be before the end of the first or the beginning of the second week of the disease.

Nor was typhoid fever necessarily ushered in with diarrhoea. The case might, on the other hand, suffer from acute and very distressing constipation. The most noticeable symptoms were a constant feeling of malaise with probable loss of appetite and a full feeling in the stomach.

Many of the symptoms were "the same as those of influenza—headache, 'dry' nose, etc. The temperature rises."

"Of all the diseases in the tropics," concluded the Doctor, "typhoid is the most difficult to diagnose."

"When you feel at all ill, see a doctor, is the best advice I can give. Don't get scared and don't worry."

Dr. Koch's Experience.

Endorsing Dr. Fawcett's remarks, Dr. Koch said that, about 29 years ago, he assisted Dr. Hunter, the Government Bacteriologist of that time, in his research work in connection with the incidence of typhoid among the Chinese. They examined every body taken to the Mortuary and were surprised to find that the body of nearly every child from the age of 4 or 8 months upwards showed signs of typhoid.

"The inference to be drawn," said Dr. Koch, "is that the attacks of typhoid would have made these children immune in after life. We, therefore, drew the conclusion that typhoid does not occur so readily among the Chinese generally as among foreigners as they acquire immunity in their infancy."

"The reservoirs are coming up well, and we will be in same position as in 1922 at same date," observed Mr. A. B. Purves, the P.W.D. Water Engineer, who supplied the day's water figures. "If the rain goes on as we expect the storage should increase to about 700 million gallons during the next 24 hours. On July 24, 1922, when restrictions were in force, the storage was 753 million. I expect we will not be worse off than in 1922. The population then was rather less, but on the other hand, since then more catchwaters have been built."

Rider Main Supply Not Yet Possible.

On the question of making further concessions in the street fountain supply which from yesterday went to a twelve-hour period, Mr. Purves stated that people must be content with that, as it will relieve any real hardship. With the increased gain in storage, however, there was now a good prospect of the twelve-hour supply being continued for a longer period. If the wet weather continued it was possible that such a service might be continued till next year's rainy season.

At present the twelve-hour fountain supply means an expenditure of 4.1 million gallons a day. It is estimated that if a two-hour daily supply were given through the rider mains, the consumption would be increased by two or three million gallons.

At Kowloon.

The position in Kowloon is also very satisfactory, as the total storage figure yesterday morning was 203 million—an increase of 80 million gallons since Saturday morning. The rainfall during the 24 hours was 1 1/4 to 1 1/2 inches.

Fu Kwong To Be Paid Off.

The Water Control Office announced that the Fu Kwong will make only one more trip and will be paid off on Friday.

Two water boats have been returned as the Commission has sufficient lighterage to convey from Lai Chi Kok and the Tsun Wan all that is needed for the tanks.

These are still being maintained full but less water is being drawn off.

The water queues have disappeared in a day and at each street fountain there are small groups drawing water at leisure.

THE WEEKLY REPORT.

Hong Kong.

The total storage in the island reservoirs on the morning of Monday, July 22, amounted to 460.22 million gallons showing an increase of 108.15 million gallons during the past week; the amount collected from streams being 125.21 million gallons.

The week's consumption totals 25.32 million gallons and is made up as follows:—

From City mains	17.09
" Taikeo .....	.28
" Lai Chi Kok	3.73*
" Tsun Wan	1.32*
" Steamers, etc.	2.43*
.....	25.32

*—To tanks.

Kowloon.

The total storage in the mainland reservoirs on the morning of Monday, July 22, amounted to 277.00 million gallons showing an increase of 69.60 million gallons during the past week.

The week's consumption, excluding supplies to Hong Kong, is 23.93 million gallons plus 14 from the Tsun Wan supply making a total of 23.43 million gallons.

The yield from the Shing Mun River and streams during the week is 96.76 million gallons.

Island Supply Quadrupled.

The minimum storage on the Island was reached on July 8, when the supply was only 157 million gallons. Since then the storage has been quadrupled. Kowloon on June 17 was down to 60.5 million gallons.

WATER FROM PRAYA.

TANKS.

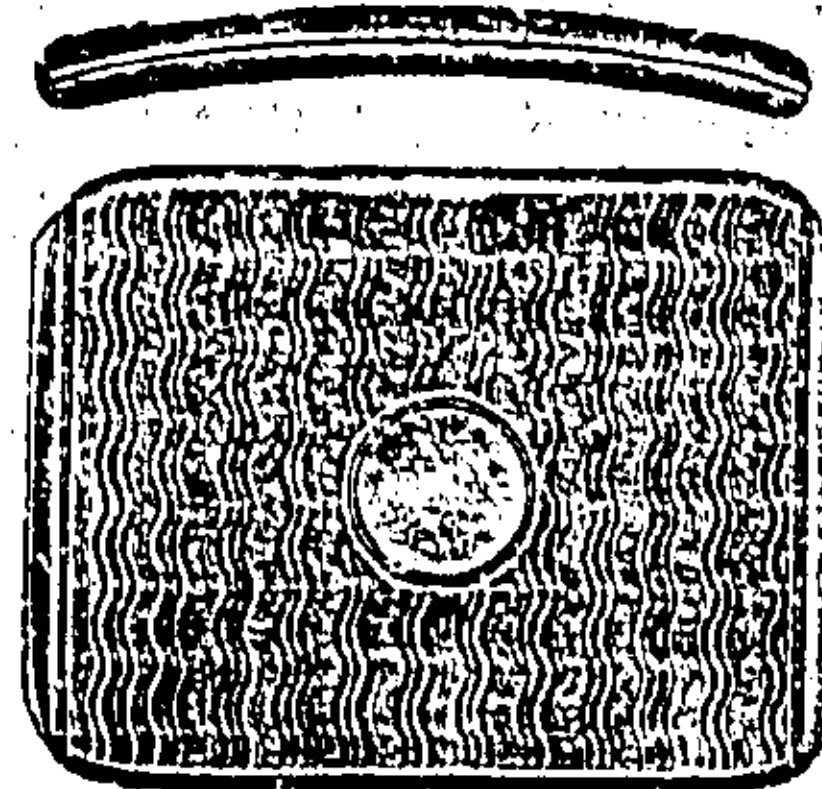
GOVERNMENT ANALYST IS
SATISFIED WITH QUALITY.

The quality of the water supplied from the tanks on the Praya was mentioned at the meeting of the Sanitary Board yesterday. The Chairman announced that Mr. Wong Kwong Tin had asked a question concerning its purity.

"These tanks are cleaned and also examined daily by the Government analyst," said Mr. N. L. Smith, "and he tests the water for free chlorine. If free chlorine is not present in sufficient quantity, it is added."

"Water supplied from other sources to the public is also tested daily and the Government analyst reports that it is perfectly good water and of the same quality as that supplied from the mains."

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[8135]

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NOTICE.

THE SHARE REGISTER will be
RE-OPENED FROM 12 PM to
2 PM JULY inclusive. On the latter
date the REGISTER will be FINALLY
CLOSED.

F. N. MATTHEWS, J.C.A.,
B. MONTEITH WEBB,
Liquidators
Room 344-B, Sassoon House,
Shanghai, 12th July, 1929. [8116]

RE DR. F. PIERCE GROVE,
DECEASED.

ALL Persons having any Claims
against the Estate of the above
named Deceased are requested to
send the Particulars thereof as soon
as possible to the Underigned.
HASTINGS, DENNIS & BOWLEY,
8, DES VOGES ROAD CENTRAL,
Solicitors for the Executors. [8123]

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WEATHER REPORT.

Yesterday's weather report, fore-
cast and remarks, issued by the
Royal Observatory at 6.10 p.m.,
stated:—

Pressure is highest over S. Japan
and relatively low in the Pacific to
the east of Luzon. The depression
remains over Tongking.

Local Forecast:—S.E. winds,
moderate, cloudy, some showers.

From Manila.

July 22, 8 p.m.—Typhoon in about
13 deg. Long. E. and 18 deg. Lat.
N., inclining westward.

July 23, 10.30 a.m.—Typhoon in
about 13 deg. Long. E. and 18 deg.
Lat. N., almost stationary.

A Manila message, timed 8.30 p.m.
last night reports a typhoon in
about 13 deg. Long. E. and 18 deg.
Lat. N., moving W.

WEDDING ANNOUNCEMENT.

The marriage arranged between
MARY WATTS of No. 1, Queen's
Gardens, and PAUL EXLAND
BANKER of Messrs. Gibb, Living-
ston & Co., Ltd., will take place
at St. Joseph's Church, Garden
Road, on Thursday, 25th inst.,
at 11.30 a.m. There will be no
reception but friends will be
welcome at the church. [476]

ACKNOWLEDGMENTS.

Mrs. MARIA T. DE SOUZA XAVIER
and family wish to thank all
kind friends for their expressions
of sympathy in their recent
bereavement, also for their floral
tributes and attendance at the
funeral of her daughter, MARIA
MARIA XAVIER. [8131]

Members of the family of the late
FRANCISCA MARIA LIMA YVANO-
VICH, beg to tender their thanks
to all friends and relatives for
their condolences and floral
tributes on their recent bereave-
ment. [8149]

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The Daily Press.

HONG KONG, JULY 24, 1929.

AN AERIAL ANNIVERSARY.

TWENTY years ago LOUIS BLERIOT
flew for the first time across the
English Channel, and France is pre-
paring to observe the anniversary
tomorrow with all the glamour it
merits. In that single flight of
half an hour at dawn on July 23,
1909, the whole of the geographical
balance of Europe was upset. The
magnificent isolation of England
was no longer a reality. The smiling
Frenchman in a red jersey
smashed his plane in the effort, but
he was the forerunner of ALCOCK
and WHITTEN-BROWN and of LIN-
DBERGH and their mighty flights
across the ocean, BYRD and his
voyage over the North Pole, and
of the hundreds of commercial
fliers whose planes now daily link
Europe with Asia, the Old World
with South America, and continents
with islands. Airmen and pioneers
around the world are expected to
bombard BLERIOT tomorrow with
telegrams of congratulation. France
and Britain have organised celebra-
tions on both sides of the Channel,
where BLERIOT took-off in his frail
monoplane and where he piled-up
in a happy heap. There is much
similarity in the careers and charac-
ters of BLERIOT and LINDBERGH.
Both could lay claim to being re-
ticent, and perhaps, that is why
LINDBERGH was drawn to the
modest Frenchman when, after his
historic flight, the American aviator
was being feted in Paris. He spent
much time then with BLERIOT, and
has since maintained communication
by letters.

Like the young American, BLERIOT
hopped off without saying a word
to anyone. He and HUBERT LATHAM,
each with monoplane, and Count
DE LAMBERT with a biplane, had
been waiting along the French coast
near Boulogne for a following wind
to help carry their light machines
over the Channel and thus win a
prize offered for the first flight.
BLERIOT stole a march on his rivals
by getting up early in the morning
of July 23. They believed he was
out of the race, because the day

before he had been hobbling about
on crutches as the result of an in-
jury to his foot in a bad landing.
The constructor of the motor of
BLERIOT's plane woke his mechanics
that morning by firing his revolver
in the hallway of their hotel.
LATHAM and LAMBERT slept peace-
fully through the din, and BLERIOT,
in a red sweater and red cap, was
over the Channel before they woke
up.

There was practically no wind
when BLERIOT took off at 4.41 a.m.;
and he was soon safely over the
Channel. On the British coast, how-
ever, he struck bad winds, and flew
up and down looking for a landing
place. "The wind was blowing 25
miles an hour, almost a whirlwind,
and certainly the worst storm I
had ever flown in," M. BLERIOT
said recently in recalling his
flight. "As I came down, I
made a good three-point land-
ing, but the weight of the motor
bent the front of the fuselage, and
the body of the plane was smashed.
There was no wild excitement, be-
cause my flight was a surprise
known only to my wife and a few
friends." LATHAM wept with dis-
appointment when he learned of
BLERIOT's success, but it was a
Sunday morning, and the City of
Dover slept late. A police-constable
was one of the few to witness the
landing, and it was hours later be-
fore the municipal officials could be
gathered to welcome BLERIOT for-
mally, and later there were further
celebrations in London.

BLERIOT's plane was the smallest
of the three, the two principal
wings being attached to two smaller
ones by a light framework, with
four movable controlling rudders in
the back. The total lifting surface
was less than 14 square metres. A
three-cylinder 22 horse-power motor
turned the four-blade propeller, and
with pilot and fuel on board, the
plane weighed only 500 pounds.
The machine was not known as an
airplane, but as an "artificial
bird." "I had absolute confidence
in that plane, even though I had
smashed up half a dozen before,"
BLERIOT said. "I felt great satis-
faction at my victory, but that is
all it brought me. I was never
approached with offers of stage con-
tracts or speaking engagements.
We knew that my success meant de-
finite progress, and we set to work
the next day to build larger mono-
planes." BLERIOT had been unable
to interest an insurance company in
accepting a risk on either his life
or the plane. He did not gain a
cent by his courageous success, and
in fact had never expected anything,
but he became one of France's prin-
cipal airplane builders, and has
constructed both biplanes and mono-
planes for military and civil flying
around the world.

News and Views.

The cable companies announce
that normal working between Hong
Kong and Shanghai (and points
beyond) has been now re-established.

On page 10 will be found a
description of the new N.D.L. liner
Bremen, which has just beaten the
Mauretania's trans-Atlantic record
by over eight hours.

Chinese silk flature proprietors
have telegraphed to Nanking ap-
pealing for an order forbidding the
export of Chinese cocoons to Japan
as the crop is insufficient to meet
home needs.

Mr. Whitey Smith's "super four,"
of the Majestic Hotel Orchestra,
will play and give cabaret numbers
at the Peninsula Hotel on Satur-
day, July 27, and at the Hong
Kong Hotel on Monday, July 29.

The Presbyterian Board of For-
eign Missions in New York has
issued a declaration to the effect
that it is not alarmed by any aspect
of present conditions in China.
The Board has no intention of
abandoning any of the Mission pro-
perty which has been in the troubled
areas during recent times, accord-
ing to the statement. It is con-
sidered unnecessary in the opinion
of Board officials, to make any
special preparations looking to the
future status of the Mission.

The United States Circuit Court
of Appeals has upheld the right of
the New York Federal Reserve Bank
to maintain its own re-discount rate
and to issue a financial analysis
without fear of Court injunctions.

It is believed that a fracture of
the skull resulted from an accident
suffered by Victor Berger, famed
Socialist editor and congressman,
when he was struck by a tram-car
last week. Mr. Berger is in a Mil-
waukee Hospital.

Three film stars have just an-
nounced their imminent leaps into
matrimony. Anita Stewart said she
is to marry George P. Converse, a
New York millionaire, while Lottie
Pickford announced that she is
marrying Russell Gillard.

A rickshaw coolie passing Prince
Building at 4 p.m. yesterday had a
narrow escape from injury as a
piece of plaster, about a pound in
weight, fell from the fabric near
the 3rd floor verandah, and struck
the ground a few feet away from
him.

According to previous announce-
ments, Messrs. Lammert Brothers
were to have sold at their auction
rooms yesterday the property known
as Section A of Inland Lot No. 201,
together with the buildings stand-
ing thereon, Nos. 22 and 24, Lynd-
hurst Terrace. The sale, however,
was cancelled.

The Hong Kong Tramways Co.,
Ltd., will maintain a bus service
from to-day (Wednesday) between
Quarry Bay and Victoria City.
Over a thousand people flock daily
to Quarry Bay for the swimming
and most of them have to travel by
tram-cars. The journey by tram
takes over an hour so the speedier
service will be greatly appreciated.

ADVICE FOR INVESTORS.

READERS are reminded
that inquiries relating to
the share market are answered
on page 9 every Tuesday
by "Kufan." Letters should
be sent to this office, and must
be accompanied by writer's
name and address, not for
publication. Letters should be
addressed to "Kufan," care of
the Editor.

Although it is not known whether
Federal authorities will allow them
to leave, Mr. and Mrs. Kao Ying,
two of the three principals at San
Francisco arrested in the recent
"smuggling plot," have booked
passage on the Korea-maru, sailing
for the Far East on July 31. Word
from Washington says that the
Secretary of State has requested
Wu Chao Chu, Chinese Minister,
to give an assurance as to what
action will be taken in connection
with Mr. and Mrs. Kao Ying and
Huen Foon in the event they are
turned over to the Chinese Govern-
ment. Mr. Stimson will not act un-
til this information is furnished.

A relic of Roman days regarded
as the earliest evidence of Chris-
tianity in Britain has been discover-
ed at the Roman city of Caerleon,
on the river Usk. The relic is an
antefix, a piece of ornamental tile
which the Romans used to embellish
the ends of ordinary tiles. All the
antefixes discovered previously were
stamped with a human head and a
disc representing the sun. This
one, however, has a cross in place
of the sun disc. Experts say the
discovery tends to indicate that
Christianity was known in England
at an earlier date than heretofore
believed.

An all-steel airplane that can
climb to a height of four miles in
less than 14 minutes is the latest
addition to Britain's air fleet. The
plane is a single seater equipped
with a super-charger and specially-
geared Jaguar motor developing 400
horsepower. With a full load of
machine-guns and ammunition, in-
addition to electrically heated cloth-
ing and oxygen-breathing appara-
tus, it can climb to a height of six
miles. Its top speed is 185 miles an
hour. The plane is intended to
take-off from a home-defence aero-
drome and to attack rapidly to the
above enemy raiding machines as
soon as information is received
that they have crossed the coast.

FIRE EATERS AT
CANTON.

WANT WAR WITH RUSSIA.

MAPS AND NINETEEN
SLOGANS!

[FROM OUR OWN CORRESPONDENT.]

CANTON, July 23.

The local Kuomintang has sent
a telegram to the Central Govern-
ment, urging it to declare war
on Soviet Russia without delay.
The message is couched in the
strongest terms, bitterly denounc-
ing the Soviet Government. It re-
quests Nanking to order a general
mobilization throughout the coun-
try, adding that "the people of
Canton will be solidly behind the
Government."

General Chen Tsai Tong is going
to Nanking on Thursday to confer
with the Central Government on the
Manchurian situation and to attend
the Military Conference which will
be held on August 1. During his
absence from Canton, his chief sub-
ordinate, Mr. Li King Yang, will
be in charge of the military affairs
of the Province.

Meanwhile the crisis is the chief
topic of conversation. Military
headquarters are holding daily con-
ferences and though nothing has
been officially announced rumour
has "mapped out" the Provincial
Government's policy. It is generally
believed that Communists and
brigands will be dealt with first,
and in a very heavy handed
manner, and when the province is
quiet it is hoped to send substantial
reinforcements to the North, three
Divisions being mentioned.

Meanwhile nineteen anti-Soviet
slogans have been prepared by the
local Kuomintang and are not only
all posted in conspicuous places in
the city, but also published in all
newspapers. A free translation of
some of the slogans follow:—"Down
with Sovietism"; "Annihilate the
Chinese Communist Party which is
nothing but the Running Dog of
the Soviet"; "Exterminate the Koi
Tao Faction"; "Comrades, the
Soviet Russians are already attack-
ing us. Shall We Not Unite and
Resist them?" "Let the Whole
Nation Mobilize Against the
Soviet"; "Down with the Reds";
"The Central Government must De-
clare War on Russia"; "Those who
Side with the Soviet are Our
Enemies."

The Provincial Kuomintang is
calling a meeting of all Canton and
Hong Kong journalists for 2 o'clock
on Wednesday to state the Govern-
ment's views on the situation.
It is reported that the authorities
are ordering thousands of military
maps of Manchuria and Siberia.

THE LEGISLATIVE COUNCIL.

MR. BRAGA'S QUERIES ABOUT
KOWLOON TONG.

At to-morrow's meeting of the
Legislative Council, the Hon. Mr.
J. P. Braga will ask the seventeen
questions regarding Kowloon Tong
affairs which were on the agenda of
the last meeting but were held over
owing to the large amount of busi-
ness which had to be transacted, and
to the debate on the water shortage.
Mr. Braga, it will be remembered,
is asking for a Commission of En-
quiry into the Kowloon Tong
Scheme.

Other business includes the second
reading of the Mercantile Bank of
India Ordinance and the second
reading of "An Ordinance to amend
the Waterworks Ordinance, 1903."
This measure imposes extra charges
for water, designed to reduce con-
sumption and increases penalties
for wasting water.

HEALTHY HONG KONG.

FOUR CASES OF NOTIFIABLE
DISEASE LAST WEEK.

The Medical Officer of Health was
able to make a very satisfactory
return as regards new cases of noti-
fiable diseases last week.
There were only four cases in all,
1 diphtheria, 2 enteric (2 fatalities),
1 puerperal fever, and 3 influenza
fatalities. All patients were Chi-
nese.
There were no small-pox cases.
On Monday 1 Chinese case of
enteric was reported.

OPTIMISTIC NOTE IN WASHINGTON.

"CONFLICT" NOW DEFINITELY AVERTED.

NO "SEIZURE" OF C.E.R., SAYS CHINA.

DIPLOMATIC SLIGHT TO JAPAN?

["D.P." Special Service.]

WASHINGTON, July 23. — Q.K. tells here believe that a conflict has been definitely averted, following the Chinese and Russian replies to Mr. Stimson's proposals. Some of them believe that China should restore the Chinese Eastern Railway status quo as a preliminary, but Mr. Stimson declined to discuss such a suggestion, stating that such a stage in the peace negotiations had not yet been reached. He admitted, however, that the restoration of the status quo was customary in such international and domestic disputes.

In an interview, Dr. C. C. Wu said that China will maintain her position that the railway was never "seized" but that China merely ousted several disloyal employees.—United Press.

Support From Manila Chinese.

MANILA, July 23. — At a mass meeting of the Chinese community to be held here to-night it is planned to pledge moral and financial support to Nanking.

The leaders of the organization declare that they do not advocate war, and will urge the Chinese Government to continue its efforts for peace.—United Press.

Soviet Declines Offers.

[THROUGH REUTER'S AGENCY.]
Moscow, July 22. — The Tass (official) agency states that the Soviet has declined France's offer to mediate in the conflict between China and Russia. The Soviet's decision is based, Tass states, on the refusal of the Chinese authorities to restore previous conditions of the Chinese Eastern Railway as was demanded in the Soviet Note of July 13.

LATER.

The Soviet statement refusing France's mediation says regarding the question of possible further complications that no-one is more concerned for the maintenance of peace than the Soviet Government. It says there is no reason to doubt that the U.S.S.R. has been and remains a bulwark of peace.

In connection with the statement by the French Embassy at Washington that it has no information regarding the Soviet's reply to the diplomatic steps taken by Mr. Stimson, the Tass Agency is informed that the Foreign Commissariat has not received notification of any steps by the United States Government in connection with the Russo-Chinese rupture.

A Washington message says Mr. Stimson has announced that the Japanese Ambassador has informed him that the Japanese Foreign Minister is fully co-operating in the move to avert hostilities in Manchuria.

News From Paris.

PARIS, July 23. — M. Briand to-day received the Japanese Ambassador and the Chinese Minister.

They assert that as regards the telegram from Moscow announcing that the Soviet has refused French mediation in the Sino-Russian conflict, it is to be noted that M. Briand did nothing else but counsel moderation to the Russian and Chinese representative, and emphasize that military action would be in opposition to the international obligations arising from the Kellogg Pact.

To Abide By Pact.

WASHINGTON, July 22. — Dr. C. C. Wu (the Chinese Minister to the U.S.A.), on instructions from the Foreign Ministry in Nanking, has informed Mr. Stimson that China had abided by her obligations to the Kellogg Pact and would continue to do so. Dr. Wu added that he is hopeful of an amicable settlement being made between China and Russia.

On the other hand, the French Ambassador to the U.S.A. has notified Mr. Stimson that the Russian Ambassador to France had informed the French Foreign Minister that the Soviet would abide by the Kellogg Pact.

Officials Surprised.

Officials of the Department of the U.S. Secretary of State are surprised at the manifesto issued by Marshal Chiang Kai Shek, the head of the National Government in China. It is pointed out that American opinion has been favorably impressed by the reported Soviet attitude against hostilities, and, therefore, the Chinese leader's manifesto is calculated to injure China in the eyes of the world.

What Japan Thinks.

TOKYO, July 22. — Although the gist of the statement of Mr. H. L. Stimson appearing in the American Press has been officially communicated, the Japanese Foreign Office is still without official confirmation of reports that Mr. Stimson and M. Briand have communicated with the Soviet and China regarding their obligations towards the Kellogg anti-war pact. Official Japanese circles are sceptical that the United States of America have taken such a step and deny that Japan has been informed that any such action is contemplated, although it is understood that Mr. Stimson held conversations with the Japanese Ambassador at Washington (Mr. Debuti) regarding developments in Manchuria. In the meantime, Japanese newspaper comment appears to indicate that the Japanese Press is not in favour of the U.S.A. taking the initiative in mediating between China and the Soviet, and Japan too should exercise the greatest caution before adopting a definite step, owing to the extreme delicacy of the situation.

Japan Puzzled.

TOKYO, July 22. — Japan is still officially uninformed of Mr. Stimson's action in the Russo-Chinese crisis, the Foreign Office spokesman reiterated to-day. He declared the main facts of the matter were now known to Tokyo through reports from the Paris Embassy, but Tokyo is still without official notification from Washington, either through the Japanese Ambassador or the American Embassy here.

Under these circumstances the Government is unable to comment upon or at present associate Japan with the Franco-American action, as Britain is reported to have done. Officials maintain that the correct attitude while awaiting the official information is to decline to discuss the unofficial intimations that Japan has been diplomatically slighted in a situation wherein her interest is the greatest among the Powers.

Very Much In The Dark.

Nevertheless, private opinions heard in well-informed quarters are that Washington's action has taken an unfortunate form if it is true that Japan was insufficiently consulted in advance.

Official mystification has been increased by Moscow Press despatches that the Soviet has rejected "the French offer of mediation" at the same time denying receipt of any communication from America. Mr. Debuti's report on Monday's conversation with Mr. Stimson has not been received. The Chinese Minister conferred with Baron Shidehara this morning, and later a representative of the American Embassy called at the Foreign Office.

It is authoritatively learned that the Commander of the Japanese garrison in Manchuria has instructed the South Manchurian Railway to refuse transport to Chinese troops and munitions, also not to permit Chinese troops to pass through the railway zone unless they are unarmed—this to be at the discretion of the local Japanese commanders.

Chinese Steamers Captured.

PEKING, July 23. — Foreign messages from Harbin confirm the capture of the Chinese steamers Hian and Heicheng near Blagoveshensk on Saturday last. The steamers were outward bound from Harbin, and were captured by a Soviet gunboat when nearing Blagoveshensk, to where they were taken.

Aboard the Hian was Mrs. Roy Talbot, wife of the Customs Commissioner at Tachelo, with her small child.

Mr. Talbot has been informed by the Russian authorities at Blagoveshensk that his wife and child will be treated kindly.

British Mail Changes.

LONDON, July 22. — The Post Office, London, announces that the despatch of mails to China and Japan via Siberia, has been suspended until further notice.

Correspondence received specially superscribed for the Siberian route will be diverted to the North American and Suez routes.

Soviet And "Imperialism."

BERLIN, July 22. — It is reported from Moscow that the Central Executive Committee of the Soviet has decided to exclude from the Communist Party, M. Bukharin and six other members of the Opposition.

The C.E.C. also passed a resolution urging Communists in other countries to hold a general strike on August 1st, in protest against the "imperialist steps taken against Russia, for example, the confiscation of the Chinese Eastern Railway."

(Continued on next Column.)

CARGO OF ARMS FOR CHINA.

GERMAN COMMUNIST'S ALLEGATIONS.

A POLISH CREW.

[THROUGH REUTER'S AGENCY.]

BERLIN, July 23. — The Communist, Herr Rotefahne, is responsible for a statement that the German steamer Falke has left the Polish harbour of Gdynia, with a large consignment of ammunition for China.

He asserts that the captain realised the impossibility of obtaining a German crew, in consequence of the embargo upon shipment of arms to China.

He tried at Danzig, however, where sailors refused to embark, out of solidarity with the Soviet's cause. The captain finally got a crew of Poles at Gdynia.

MOTOR-BOATS IN COLLISION.

19 PEOPLE DROWNED.

[REUTER'S AMERICAN SERVICE.]

CHICAGO, July 23. — Nineteen people have been drowned in a collision between two fast motor-boats, one of which was the famous "Baby Gar," on Lake Michigan.

'FRISCO OPIUM CASE.

[REUTER'S AMERICAN SERVICE.]

SAN FRANCISCO, July 23. — The Federal Government has ordered Mr. and Mrs. Kao Ying and Sun, Foon, ex-Chancellor of the Chinese Consulate, to be prosecuted here, in connection with the recent opium seizure.

AFGHANISTAN.

[REUTER'S AMERICAN SERVICE.]

BACHAI SAQAO UNEASY. — BOMBAY, July 22. — Bachai Saqao is very uneasy with regard to ex-King Amanullah's movement, fearing that he may stage a "come-back." He has now sent an emissary to Italy, ostensibly to watch his interests, but, presumably, also to keep him informed of Amanullah's doings.

FRONTIER "INCIDENTS" DENIED.

[NAN CHUNG KUO NEWS SERVICE.]

MUKDEN, July 22. — Reports from foreign sources that hostilities have already begun at both northern and southern borders of Manchuria, are exaggerated. No fighting has occurred at Suifanbo, on the South-eastern Manchurian border, according to Chinese information.

The reports that skirmishes between Russians and Chinese occurred at Pogranichnaya on the eastern frontier of Manchuria last Saturday and that a Russian aeroplane was scared off by Chinese troops when it demonstrated overhead there are "likely to be corrected."

In the opinion of the Manchurian authorities such fighting, if it has occurred at all, will be regarded as a minor "incident," and both the Russian and the Chinese military authorities will exert every effort to localise it. The authorities of both countries are still in communications and showing a friendly attitude towards each other.

PRECAUTIONARY MEASURES.

[NAN CHUNG KUO NEWS SERVICE.]

MUKDEN, July 22. — The Military Authorities of Kirm are mobilising strong forces at strategic points along the Manchurian border as a precautionary measure.

General Chang Tso Sheng, the Tuptin of Kirm, is sending three battalions of troops to Suifanbo, while additional artillery and infantry units will be dispatched to Manchuria, which is considered one of the most vulnerable points, should the Russian Army launch an offensive.

BRITAIN, RUSSIA AND CHINA.

"TRIANGLE" IN THE COMMONS.

GOVERNMENT POSITION.

[THROUGH REUTER'S AGENCY.]

LONDON, July 22. — Replying to questions in the House of Commons, Mr. Arthur Henderson said that the Government had not yet received a reply to the invitation to Russia to appoint a representative to visit London.

A Conservative, having asked if this meant that the British Government had initiated the negotiations and that the invitation had been ignored, Mr. Henderson replied:—

"I surely must wait a certain period to give the Soviet Government an opportunity to decide upon their policy."

Sino-Russian Dispute.

Mr. Henderson added that the Government were prepared to exhaust every means to secure a peaceful settlement in the Sino-Russian dispute.

Replying to the suggestion that it was better to use the machinery already existing for such a purpose, Mr. Henderson pointed out that one of the disputants was a member of the League of Nations and that the other was not, and it was not easy to set the League's machinery in operation.

Sir Henry Page Croft (Con.) sought an assurance that there would be no closer diplomatic relations with either Russia or China till it was certain that the Kellogg Pact had not been violated.

Mr. Henderson replied that it would not be acting in the interests of peace to give such a commitment till it was decided which country was at fault.

Mr. Henderson did not reply to Mr. Locker Lampson's (Con.) question whether he (Mr. Henderson) would do his utmost to prevent the Soviet using poison gas.

Suggestion Neglected.

Lt. Col. A. P. Henage suggested that in view of the present condition of relations between China and Russia, Mr. Henderson should defer resumption of negotiations with Russia in regard to Russo-British diplomatic relations.

Mr. Henderson replied in the negative.

Extrality Question.

Replying to Mr. P. J. H. Henlon, Mr. Henderson said that the reply of His Majesty's Government to the Chinese Government's Note of April 27, in which the abolition of extraterritoriality was asked for, is under consideration and, Mr. Henderson hoped, it will be sent shortly.

Unwilling Soviet.

BERLIN, July 22. — The Moscow correspondent of the Berliner Tageblatt learns that the Soviet has decided not to accept the British Government's proposal to send delegates to London to discuss conditions regarding the resumption of diplomatic relations, without a definite declaration from the British Government on the subject.

THE KING'S HEALTH.

[THROUGH REUTER'S AGENCY.]

LONDON, July 23. — After the doctors visited Buckingham Palace to-day it was officially stated that the King had a good night.

His progress is satisfactory, and he was able to sit up part of yesterday for the first time since his operation.

INDEPENDENCE FOR PHILIPPINES.

SOLUTION OF TARIFFS DIFFICULTIES.

["D.P." Special Service.]

Washington, July 16. — Senator William H. King of Utah to-day predicted that the proposal to impose a limitation upon duty free importation of Philippine sugar and other products into the United States will be defeated, with the result that domestic producers of sugar and other competing products will demand that the islands be given their independence coupled with a corresponding tariff barrier.

For this reason Senator King will urge that the next session of Congress adopt his Bill providing for Philippine independence, he said. Senator King will also ask the President to draft treaties with other nations providing for neutrality for the Philippines, so that they cannot be embroiled in international conflicts.—United Press.

CHINA MERCHANTS' PROPOSED NEW U.S. SHIP SUNK.

62 PEOPLE REPORTED MISSING.

COLLISION DISASTER.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, July 23. — The 7,000 tons N.Y.K. s.s. Taisuno Maru from Taku Bar to Kobe, collided on Sunday afternoon with the China Merchant's s.s. Hsinking, off Shantung Promontory, in a dense fog.

The Hsinking was struck amidships, and sank in fifteen minutes. Latest reports are that 62 people are missing.

BRITISH ASSOCIATION CONFERENCE.

THE FORMAL OPENING.

[THROUGH REUTER'S AGENCY.]

CAPETOWN, July 22. — The formal opening of the British Association Conference which took place in the City Hall and was attended by a large and distinguished gathering, including General Hertzog (the Premier) and Dr. Malan (member of the Cabinet).

The Earl of Athlone (Governor-General of the Union of South Africa) who received a great ovation, in welcoming the members of the Association dwelt upon the importance of scientific research in South Africa and concluded by hoping that the labours of the Association would benefit South Africa.

Sir Thomas Holland was then installed as President.

A profound impression has been created throughout the Union owing to the action of Dr. Kimmins (President of the Education Section of the Association) and four other leading members of the Association attending the funeral service of Dr. Viljoen, the famous South African educationalist.

THE ENFORCEMENT OF PROHIBITION.

OPINION DIVIDED OVER NEW PROPOSALS.

["D.P." Special Service.]

Washington, July 17. — Discussion of the Wickersham letter read before the "Governors' Conference" yesterday, and advocating greater state activity in Prohibition enforcement, is in general running along party lines.

The "wet" appear to favour the scheme while the "dry" element opposes it on the ground, as stated by the Rev. Mr. Clarence Wilson, that some states are likely to nullify the Constitution in the event that they are charged with responsibility for enforcement regarding sales.

Principal interest attaches to the fact that Mr. Wickersham is head of President Hoover's commission on law enforcement. In view of this, and the corresponding fact that the commission may embody the Wickersham views in its later findings, it is probable that the Governors' Conference will act.—United Press.

CANADIAN AIRPLANE FACTORY.

TO BE ESTABLISHED IN BRITISH COLUMBIA.

["D.P." Special Service.]

Vancouver, B.C.—Canada's latest airplane factory is to be established in Vancouver immediately following the merger of Hoffer-Beech Shipyard, Ltd., of this city, with the Boeing Airplane Co. of Seattle, Washington, one of the leading aircraft manufacturers and commercial air transport operators in the United States, and a division of United Aircraft and Transport, it is announced by Henry Hoffer, president of the British Columbia concern.

Terms of the merger are said to provide for the formation of a company to be known as the Boeing Aircraft Ltd., of Canada. This concern, it is pointed out, will have exclusive manufacturing rights of all Boeing models for Canada and sales agency for them in the British Empire.

Though the new company will have United States affiliation, it will be a Canadian concern. Canadian materials, including British Columbia spruce and cypress, and the Pratt and Whitney factory at Montreal, will be used in the plant here. British duralumin and other metals will be employed until such time as Canadian prepared steel is available. W. E. Boeing will be chairman of the board of directors, but seven of the other eight members of the board will be Canadians. Mr. Hoffer and Dr. Smith of Seattle have been named already and five other Canadians will be added to the board shortly.

SCOTLAND-YARD'S "G.O.M."

RETIREMENT OF CHIEF CONSTABLE WENSLEY.

FAMOUS CASES.

Chief Constable Frederick Wensley, the "Grand Old Man" of Scotland Yard and one of the most famous detectives in the world, has intimated to the Home Secretary that he does not propose to continue his duties after the end of July, when he is due to retire under the age limit.

Mr. Wensley could have remained at his post for another five years if he had so desired.

Sir Richard Muir, who was for years Chief Prosecutor for the Crown, once said of him:—

"He is the greatest detective of all time. His methods are his own, many a criminal who made the mistake of under-estimating him learned too late how clever he was. By a few well-chosen questions he has the rare gift of laying bare a man's innermost thoughts."

Baffling Mystery.

It was forty-two years ago when Mr. Wensley first donned uniform in the roughest part of the East End, where he played a part in the hunt for "Jack the Ripper," and he remained there for nearly thirty years. He soon became a terror to the gangs of East End roughs, and more than once he narrowly escaped with his life.

There was nothing spectacular about his work. Most of his arrests were carried out in the cool manner of everyday jobs. Among them was the arrest of Stinnie Morrison for the murder of Leon Beron on Clapham Common on a New Year's morning.

The police had never been confronted with a more baffling mystery. Quietly and patiently, however, Wensley pieced his evidence together, and then, when he felt it was unshakable, walked into a restaurant which he knew Morrison used, called him outside, and strolled with the murderer to the police station as though the arrest were on the slightest of charges.

While divisional detective inspector in charge of the Whitechapel area, in 1910, he discovered the whereabouts of the gang of Anarchists led by "Peter the Painter." During the famous siege of the house in Sidney Street, in which Scots Guards, police, and a battery of artillery were engaged, a police constable was wounded. Mr. Wensley ran from his shelter and carried the wounded man to safety through a hail of bullets. It was one example of the personal bravery for which he is famous.



Cold 'Ovaltine' is easy to prepare. Add to cold milk or milk and water. Whisk with an egg-whisk or shake in a cocktail shaker. Then you have a creamy, foaming drink—as delicious as it is refreshing. Brimful, too, of energizing nourishment to enable you to avoid fatigue and to keep vigorous and healthy.

[Advt. 27]

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 24th July, 2 p.m.
HONGKONG, PAKHOI & HAIPHONG	"TEAN"	On 26th July, 11 a.m.
S'hai, N'gwang & DALNY	"LIANGHONG"	On 26th July, 5 p.m.
NINGBO & SHANGHAI	"HANYANG"	On 27th July, 5 p.m.
AMOI, SWATOW & SINGAPORE	"ANTUNG"	On 28th July, 8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 28th July, 10 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 28th July, Noon
AMOI & SHANGHAI	"CHANGCHOW"	On 28th July, 4 p.m.
HONGKONG, SWATOW & SINGAPORE	"KWEIYANG"	On 31st July, 10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 31st July, 2 p.m.
S'hai, N'gwang & DALNY	"LINAN"	On 1st Aug., 5 p.m.
AMOI, SWATOW & SINGAPORE	"ANWU"	On 4th Aug., 8 a.m.
SWATOW & BANGKOK	"KAYING"	On 4th Aug., Noon
WHEATSW, CHITTOO & TIENTSIN	"KUEICHO"	On 6th Aug., 11 a.m.
WHEATSW, CHITTOO & TIENTSIN	"HUGHOW"	On 16th Aug., 11 a.m.

SAILINGS SUBJECT TO ALTERATIONS.

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CHANGTE	13th August	20th August
TAIPING	10th September	17th September
CHANGTE	11th October	18th October

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S.S. "ADRASTUS" ... via Suez Canal ... 5th August

S.S. "CITY OF BEDFORD" ... via Suez Canal ... 19th August

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M.V. "MALAYAN PRINCE" ... Aug. 29th
T.S. "ROYAL PRINCE" ... Sept. 12th

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To Yokohama via Shanghai and Kobe.

PORTHOUS ... 30th July

CHENONCEAUX ... 13th Aug.

ATHOS II ... 27th Aug.

D'ARTAGNAN ... 10th Sept.

SPHINX ... 24th Sept.

ANGERS ... 8th Oct.

G. METZINGER ... 22nd Oct.

ANDRE LEBON ... 5th Nov.

ATHOS II ... 30th July

D'ARTAGNAN ... 13th Aug.

SPHINX ... 27th Aug.

ANGERS ... 10th Sept.

G. METZINGER ... 24th Sept.

ANDRE LEBON ... 8th Oct.

PORTHOUS ... 22nd Oct.

CHENONCEAUX ... 5th Nov.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

JULY 22, 1929.											JULY 23, 1929.										
STATION	HONG KONG Baromet. Time.	BAROMETR AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND			WAVE (Beaufort)	HONG KONG Baromet. Time.	BAROMETR AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND			WAVE (Beaufort)			
		Inches	Millis.			Direction	Force (Knots)	Inches			Millis.	Direction			Force (Knots)						
Wladivostok	12									6											
Nemuro	11	29.76	756.0			S	2	2		5	29.67	753.5				S	1				
Hokodate	"	29.72	755.0			SSW	2				29.69	754.0				SW	1				
Toke	"	29.80	757.0			S	1				29.82	757.5					0				
Kochi	"	29.76	756.0				0				29.80	757.0					0				
Nagasaki	"	29.82	757.5			SSW	1				29.84	758.0					0				
Kagoshima	"	29.80	757.0			W	1				29.80	757.0					0				
Oshima	"	29.82	757.5			NNE	1				29.84	758.0					0				
Naha	"	29.82	757.5			WNW	1				29.84	758.0				ESE	1				
Ishigakijima	"	29.80	757.0			SE	2				29.80	757.0					0				
Bonin Island	"	29.80	757.0			NW	1				29.78	755.5					0				
Chefoo	15	29.69	751.6	84	89	NW	2			6	29.63	748.0	72	100	NW	1					
Shanghai	14	29.71	754.3	93	57	SSE	2		b		29.73	755.1	79	92	SSE	1					
Gutzlaff	"	29.78	756.5	80	87	S	4		b		29.80	756.7	77	95	S	4					
Sharp Peak	"	29.74	755.4	84	85	SE	1		b		29.78	756.4	83	91	S	4					
Amoy	"	29.73	755.1	83	87	SSE	4		b		7	...	...	...	WSW	1		
Swatow	"	29.73	755.1	79	91	E	1		or		...	...	...	...			
Taihoku	11	29.74	755.4	93	61	E	4		b		29.78	756.6	77	92		0					
Taipei	"	29.78	756.3	84	...	N	2		b		29.79	756.8	75	...		0					
Tainan	"	29.75	756.0	90	...	N	4		b		29.76	756.0	75	...		0					
Koshu	"	29.75	756.3	77	...	E	2		r		29.76	756.0	79	...		0					
Pescadores	"	29.78	756.3	86	...	ENE	4		o		...	...	...	...			
Hong Kong	14	29.63	752.6	81	87		4		o		29.69	754.1	78	91	E	1					
Gap Rock	"	29.63	752.6	...	...	SW	4		op		29.69	754.1	...	...	ESE	4	
Macao	"	29.60	751.8	81	97	S	4		o		29.66	753.3	77	91	SE	2					
Hoihow	"																				
Pratas Island	"	29.68	753.9	73	91	S	3		or		29.70	754.4	80	89	SE	2					
Phu Lien	10	29.53	750.0	84	71	SSW	1		o		29.59	751.6	79	96	ESE	4					
Tourane	"	29.58	751.2	90	...	NNE	2		o		29.65	753.0	82	...	W	2					
Cape St. James	"	29.78	756.3	81	...	WSW	7		o		29.81	757.2	77	...	WSW	6					
Basco	14	29.71	754.3	86	78	SE	2		o		29.73	755.1	76	92	E	1					
Aparri	"	29.69	754.2	86	68	NE	4		o		29.72	754.8	73	94	S	2					
Tuguegarao	"										29.72	754.8	73	98	SSE	1					
Vigan	"										29.69	754.2	73	92	SE	2					
Manila	"	29.73	755.1	84	71	SW	4		o		29.75	753.7	73	90	SE	1					
Legaspi	"	29.71	754.5	81	89	WSW	2		o		29.73	755.7	73	92	SW	1					
Calbayog	"										29.73	756.6	79	87	SW	4					
Tacloban	"																				
Iloilo	"	29.74	755.4	84	74	SW	6		o												
Cebu	"	29.73	755.1	84	64	S	4		o												
Surigao	"																				
Saipan	"									6	29.80	756.9	76	...	W	2					
Guam	12.22	29.79	756.6	S	1		r	4.22	29.69	754.2	WSW	2					
Yap	11.00	29.79	756.6	SW	2		o	5	29.82	757.5	72	...	WSW	3					
Pelew	"										29.83	757.7	79	...	ESE	1					
Ponape	"										29.84	757.9	78	91	SW	2					
Labuan	14	29.80	756.9	86	88	SW	2		b	6	29.84	757.9	78	91							

July 23d. 11A. 29m.—A weak anticyclonic area lies over S. Japan and the Loochoos; a depression covers Tongking.

Pressure is relatively low in the Pacific to the east of N. Luzon.

Manila warning, 22d. 11A. 00m.—Typhoon in Lat. 18° N. Long. 132° E., moving N.W. Recd. 22d. 12A. 23m.

Manila warning, 22d. 20A. 00m.—Typhoon in Lat. 18° N. Long. 131° E., inclining westward. Recd. 22d. 22A. 05m.

Manila warning, 23d. 10A. 30m.—Typhoon in Lat. 15° N. Long. 131° E., direction unknown. Recd. 23d. 11A. 05m.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 2.96 inches. Total since January 1, 31.18 inches, against an average of 47.95 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON JULY 24.

- 1.—Formosa Channel.
- 2.—South coast of China between Hong Kong and Lamook.
- 3.—Hong Kong to Gap Rock.
- 4.—South coast of China between Hong Kong and Hainan.

Light variable winds.

S.E. or variable winds, moderate; cloudy, with rain, probably improving later.

C. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, July 23.

	Previous Day	On Date	On Date
	at 4 p.m.	at 4 p.m.	at 4 p.m.
Barometer	29.83	29.75	29.65
Temperature	78	78	79
Humidity	83	98	87
Wind	Direction NNW	SE	E
Force	1	2	0
Weather	Q-BLO	OR	0
Rain	3.59	0.00	1.98
Highest open-air Temperature	22.83		
Lowest open-air Temperature	23.75		

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

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HONG KONG TIDE TABLE.

From July 24 to 30, 1929.

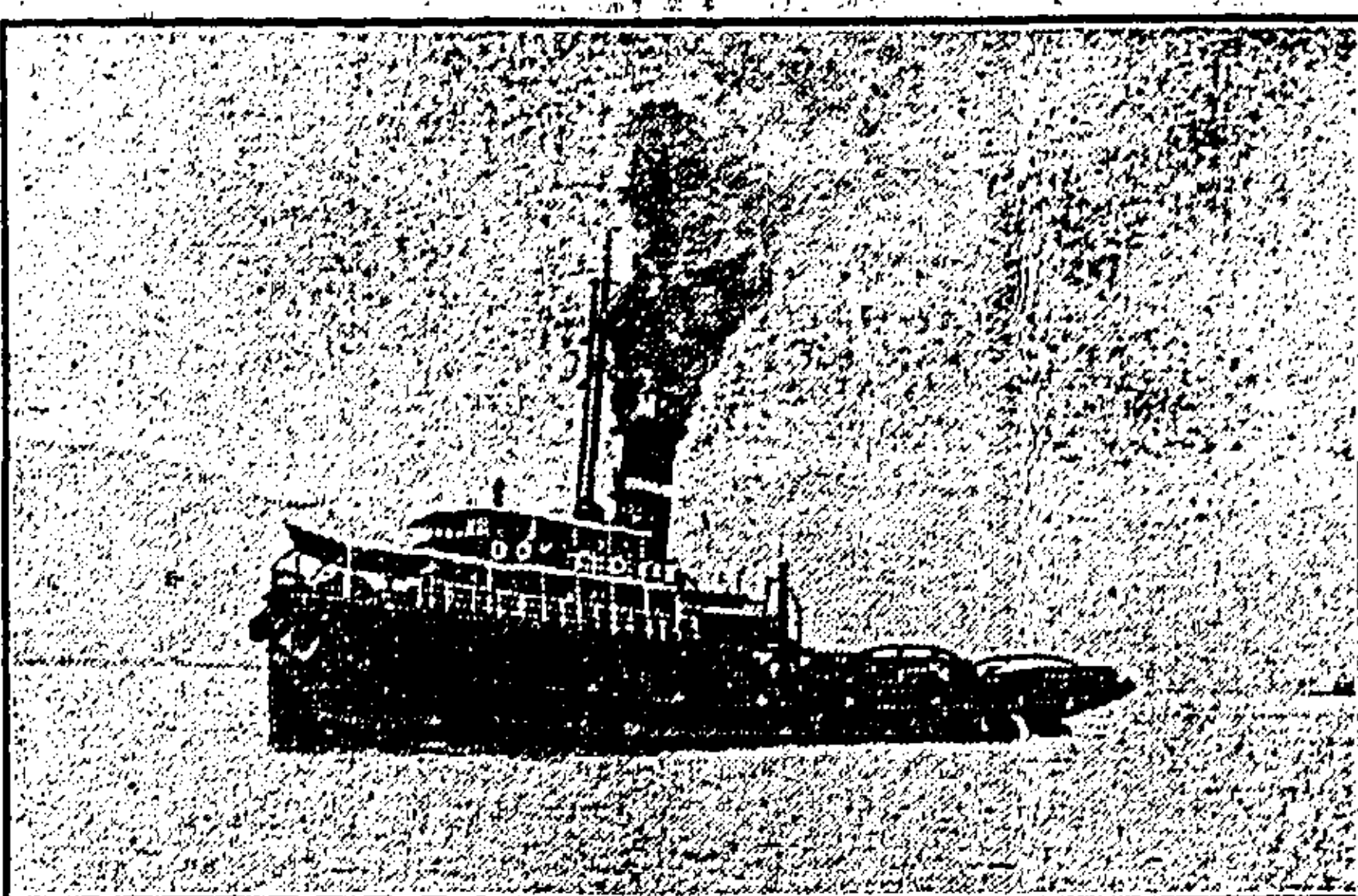
Day	Month	High Water		Low Water	
		Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Wed.	24	h. m.	h. m.	h. m.	h. m.
		10 10	7.3	5 50	3.9
Thur.	25	m. 02	3.9	m. 49	3.2
		m. 10	7.1	m. 58	3.9
Fri.	26	m. 10	4.0	m. 56	3.1
		m. 11	6.7	m. 52	3.3
Sat.	27	m. 13	4.2	m. 52	3.5
		m. 19	6.2	m. 40	3.5
Sun.	28	m. 20	4.5	m. 34	3.2
		m. 19	5.5	m. 31	3.3
Mon.	29	m. 24	4.3	m. 28	3.1
		m. 23	4.9	m. 04	2.7
Tues.	30	m. 31	5.3	m. 10	2.9
		m. 41	4.3	m. 44	3.0

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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"KWAISANG" "KWONGSANG" "FOOSING" "HOPSANG"	Wed., 24th July, at Noon Sat., 26th July, at Noon Wed., 31st July, at Noon Sun., 4th Aug., at Noon
OSAKA via AMOI, MOJI & KOBE	"NAMSANG" "YUENSANG" "SUISANG" "KUMSANG"	Thurs., 25th July, at 7 a.m. Thurs., 1st Aug., at 7 a.m. Fri., 16th Aug., at 7 a.m. Fri., 23rd Aug., at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wed., 31st July, at 3 p.m.
SANDAKAN	"MAUSANG" "HINSANG"	Tues., 6th Aug., at 3 p.m. Wed., 14th Aug., at 3 p.m.
TIENTSIN	"CHIPSHING" "CHEONGSHING"	Sun., 25th July, at 10 a.m. Thurs., 6th Aug., at Noon

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Motor Vessel "GLENAMOI" ... 4th Sept.
Motor Vessel "GLENAPP" ... 2nd October
Motor Vessel "GLENSHIEL" ... 16th October

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENARRY" ... 2nd August
Motor Vessel "GLENAPP" ... 16th August
Motor Vessel "GLENSHIEL

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11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Arrive	
EMPERESS OF FRANCE	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17
EMPERESS OF RUSSIA	Aug. 21	Aug. 24	Aug. 27	Aug. 29	Sept. 9
EMPERESS OF ASIA	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 21
EMPERESS OF FRANCE	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
EMPERESS OF RUSSIA	Oct. 9	Oct. 12	Oct. 15	Oct. 17	Oct. 26
EMPERESS OF ASIA	Oct. 30	Nov. 2	Nov. 5	Nov. 7	Nov. 16
EMPERESS OF CANADA	Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 30
EMPERESS OF RUSSIA	Nov. 27	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPERESS OF ASIA	Dec. 10	Dec. 13	Dec. 16	Dec. 18	Dec. 27
EMPERESS OF CANADA	Dec. 17	Dec. 20	Dec. 23	Dec. 25	Jan. 3
EMPERESS OF RUSSIA	Jan. 14	Jan. 17	Jan. 20	Jan. 22	Jan. 31
EMPERESS OF ASIA	Jan. 21	Jan. 24	Jan. 27	Jan. 29	Feb. 7
EMPERESS OF CANADA	Jan. 28	Jan. 31	Feb. 3	Feb. 5	Feb. 14
EMPERESS OF RUSSIA	Feb. 4	Feb. 7	Feb. 10	Feb. 12	Feb. 21
EMPERESS OF ASIA	Feb. 11	Feb. 14	Feb. 17	Feb. 19	Feb. 28
EMPERESS OF CANADA	Feb. 18	Feb. 21	Feb. 24	Feb. 26	Mar. 5

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Aug. 27	Aug. 29	Aug. 30	Sept. 1

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" " " KOBE " " "	H.K. \$190
" " " YOKOHAMA " " "	H.K. \$210
" " " " " " "	H.K. \$235

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SIRENIA MARU ... Wednesday, 24th July

TATSUMI MARU ... Wednesday, 7th August

SEATTLE, VICTORIA via Shanghai & Japan Ports.

MISHIMA MARU ... Monday, 29th July

IYO MARU ... Monday, 12th August

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

SUWA MARU ... Saturday, 27th July

FURUKAWA MARU ... Saturday, 10th August

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 24th July

KAGA MARU ... Wednesday, 21st August

POMBAI via Singapore, Penang & Colombo

NAGATO MARU ... Saturday, 27th July

TAMBA MARU ... Sunday, 11th August

SOUTH AMERICA (West Coast) via Japan, Honolulu.

Los Angeles, Mexico and Panama.

BOKUYO MARU ... Monday, 19th August

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

RINGO MARU ... Friday, 9th August

NEW YORK, BOSTON, HAVANA via PANAMA.

ATAGO MARU ... Thursday, 25th July

KUMA MARU ... Sunday, 4th August

LIVERPOOL via Port Said, Constantinople, Genoa &

Marseilles.

DELGADO MARU ... Sunday, 11th August

CALCUTTA via Singapore, Penang & Rangoon.

BENGAL MARU ... Thursday, 8th August

SHANGHAI, KOBE & YOKOHAMA.

MUBOAN MARU (Mojib direct) ... Saturday, 27th July

SADO MARU ... Wednesday, 31st July

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YESTERDAY'S FREIGHT RETURNS.

IMPORTS 13,500 TONS; THROUGH CARGO 15,700 TONS.

The general cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday carried by vessels arriving in Hong Kong were follows:

British	Cargo for	Through
H.K.	H.K.	Ports
Benvenue, London	1,800	3,260
Ixion, Seattle	2,700	—
Kwai-sang, Canton	—	200
Agapenor, U.S.A.	370	950
Shantung, Canton	30	300
Emp. of France, Canada	300	700
Nam Sang, Calcutta	1,820	1,710
Glenamoy, London	560	5,600
	—	8,250 — 12,730

French
Song Bo, Fort Bayard 540
Canton, Haiphong 820
Limchow, Haiphong 2,100
— 3,460 — 608

Dutch
Cremor, Penang 330 330 640 640

Japanese
Times Maru, Keelung 1,440 — 1,780
— 1,440 — 1,780

Chinese
Tak King, Macao 40 40 — —
— 13,550 15,740

Arrivals and Departures.
The arrivals and departures during the period under review were as follows:

	Arr.	Dep.
British	8	4
French	3	1
Dutch	1	0
Japanese	1	2
Chinese	1	3
Norwegian	0	1
Danish	0	1
	14	12

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SIX MONTHS	\$7.50
TWELVE MONTHS	\$12.00

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DAILY WATERFRONT NEWS.

New British Arrival.

The m.s. Athelmonarch which arrived yesterday from Japan paid her first visit to this port. She is owned by the United Molasses Co., Ltd., the local agents being the Pure Can Molasses Co., Ltd. She has a gross tonnage of 9,031 tons and net 5,283 tons. She was built in 1923 by Messrs. W. Hamilton & Co., Ltd., of Glasgow and is fitted for carrying molasses and petroleum. Her dimensions are: Length 475 ft., beam 53.3 ft. and depth 35 ft. Her oil engines which develop 700 N.H.P. were installed by Messrs. J. G. Kinneid & Co., Ltd., of Greenock.

The Lok Sun.

Messrs. Carmichael & Clarke informed our representative yesterday that salvage operations on the s.s. Lok Sun, which grounded shortly after midnight on July 20 near Samun Island, have had to be temporarily abandoned owing to a heavy swell. The ship remains exactly where she has been from the time she went ashore and there is no further damage to report.

No statement could be made as to the chances of salvaging the ship.

Rough Weather.

The s.s. Glenamoy from London and Singapore reports that she encountered moderate S.W. Monsoon and fierce intermittent rain squalls between here and Singapore.

Passenger Traffic Figures.

The passenger traffic figures for the week ending on July 20, as published at the Harbour Office, are as under. The total continues to show an increase of departures over arrivals:

	Arr.	Dep.
Ocean going steamers	9,890	12,202
River steamers	26,422	30,848
Junks and launches	384	468
	36,706	43,518

Atlantic Deck Passengers.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:

Shantung (Br.), Canton	73
Emp. of France (Br.), Vancouver	346
Canton (Fr.), Haiphong	20
Limchow (Fr.), Haiphong, Hoihow	52
Cremor (Dut.), Penang, Singapore	1,891
	2,182

WARSHIPS IN HARBOUR.

Warships in port yesterday were as follows:
Basin: Tamar, Bridgewater, Lis.
West Wall Dock: Castor.
In Dock: Sterling, Stormcloud, Foreign Men of War, U.S.S. Minadano, Argus (Fr.).

BANK LINE LTD. AGENTS FOR ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

UNITED KINGDOM & CONTINENT

"CITY OF ATHENS" ... London, Rotterdam, Amsterdam & Hamburg ... 6th August

NEW YORK, BOSTON & BALTIMORE

"CITY OF BEDFORD" ... via Suez Canal ... 13th August

"CITY OF CANBERRA" ... via Suez Canal ... 10th Sept.

ALSO AGENTS FOR ANDREW WEIR & CO.

SERVICES TO BOSTON, NEW YORK, PHILADELPHIA & BALTIMORE

"SPRINGBANK" ... 4th August

MAURITIUS & SOUTH AFRICA

"TINHOW" ... 12th August

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For Freight or Passage on any of the above lines apply—

Telephone: Central 4791.

THE BANK LINE, LTD.

ARRIVALS.

July 23.

Agapenor, British str., 4,798 tons, Capt. W. Christie, from Manila, Hoi's Wharf.—B. & S.

Aki Maru, Japanese str., 3,671 tons, Capt. M. Matsuda, from Shanghai, Kowloon Wharf.—N.Y.K.

Athelmonarch, British str., 5,283 tons, Capt. H. Moore, from Japan, Tai Kok Tsui Wharf.—A.P.C.

Cremor, Dutch str., 2,784 tons, Capt. G. J. Harmsen, from Singapore, buoy No. A8.—J.C.J.L.

Glenamoy, British str., 7,369 tons, Capt. C. E. Homan, from London and Singapore, Kowloon Wharf.—J. M. & Co.

Idomeneus, British str., 4,813 tons, Capt. James Inkster, from Shanghai, buoy No. A3.—B. & S.

Ka Hing, Portuguese str., 389 tons, Capt. I. Cordova, from K. C. Wan, buoy No. C38.—Hong On S.S. & Co.

Kawachi Maru, Japanese str., 3,568 tons, Capt. T. Tugita, from Singapore, buoy No. A23.—N.Y.K.

Kwong Sang, British str., 1,428 tons, A. D. Kelman, from Swatow, West Point Wharf.—J. M. & Co.

Liagchow, British str., 1,291 tons, Capt. Bathurst, from Dairen, buoy No. C37.—B. & S.

Myltebank, British str., 3,150 tons, Capt. Steward, from Shanghai, buoy No. 58.—Bank Line.

Nam Sang, British str., 4,035 tons, Capt. F. Mooney, from Calcutta and Singapore, Kowloon Wharf.—J. M. & Co.

Shantung, British str., 1,568 tons, Capt. W. T. Hodge, from Canton, buoy No. B9.—B. & S.

Tilawa, British str., 6,153 tons, Capt. H. W. Tallent, from Amoy, Kowloon Wharf.—M. M. & Co.

Wing Wo, for K.C. Wan.

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(COMPANIES INCORPORATED IN ENGLAND.) MAIL AND PASSENGER STEAMERS TAKING CARGO FOR

TRAITS, JAVA, BULMA, OCEAN, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEBEC, LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEBANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTFOLIO DIRECT ROYAL MAIL STEAMERS.

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Steamship	Tons	From Hongkong (about)	Destination
"KHYBER"	9,114	3rd Aug.	Manila, London and Hull
"KIDDERPORE"	5,334	15th Aug.	Straits, Colombo & Bombay
"MALWA"	10,980	17th Aug.	Bombay, Madras and London
"KASHMIR"	8,985	31st Aug.	Manila, London and Hull
"MORBA"	10,985	14th Sept.	Bombay, Madras and London
"MANTUA"	10,946	28th Sept.	Bombay, Madras and London
"MIRZAPUR"	6,715	2nd Oct.	Straits, Colombo & Bombay
"ALIPORE"	5,373	9th Oct.	Straits, Colombo & Bombay
"KARMALA"	8,128	12th Oct.	Manila, London and Hull
"KIDDERPORE"	5,334	23rd Oct.	Straits, Colombo & Bombay
"KALYAN"	9,144	28th Oct.	Manila, London and Hull
"NAGPORE"	5,283	2nd Nov.	Manila, London and Hull
"MACDONIA"	11,120	9th Nov.	Bombay, Madras & London (H'g)
"KASHGAR"	8,985	30th Nov.	Manila, London and Hull
"LAHORE"	8,985	30th Nov.	Manila, London and Hull
"RAWALPINDI"	16,619	7th Dec.	S'hai, Kobe & Yokohama
"MALWA"	10,980	21st Dec.	S'hai, Kobe & Yokohama
"KHYBER"	9,114	28th Dec.	do
"RAJPUTANA"	16,568	4th Jan., 1930	Bombay, Madras and London
"KASHMIR"	8,985	18th Jan.	Manila, London and Hull
"MANTUA"	10,946	1st Feb.	Bombay, Madras and London
"KARMALA"	8,128	15th Feb.	Manila, London and Hull
"MACDONIA"	11,120	1st Mar.	do

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Florence, Rome, and other Levant Ports by steamers of the Imperial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TILAWA"	10,008	25th July, 3 p.m.	Singapore, Penang & Calcutta
"SIRDHANA"	7,746	29th July	do
"TALAMBA"	8,018	3rd Aug.	do
"TAKLIWA"	7,836	12th Aug.	do
"TALMA"	10,000	27th Aug.	do
"DALGOMA"	8,933	1st Sept.	do
"TAKADA"	8,949	5th Sept.	do

* Calls Rangoon.

R.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"ARAFURA"	6,000	2nd Aug.	Manila, Sandakan, Thursday
"TANDA"	6,958	30th Aug.	Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,800	4th Oct.	do
"ARAFURA"	6,000	1st Nov.	do
"TANDA"	6,958	29th Nov.	do

* Calls Port Holland.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Hankow, Choo, Kiaman, Tawao, Timor, Darwin, or other ports en route as indicated.

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The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"KASHMIR"	8,985	2nd Aug.	S'hai, Moji, Kobe & Yokohama
"TALMA"	10,000	2nd Aug.	Amoy, Moji, Kobe, Yokohama & Osaka.
"SHEAF"	—	—	—
"MOUNT"	—	—	—
"TANDA"	6,958	6th Aug.	S'hai, Moji, Kobe & Yokohama
"NOWSHERA"	7,820	8th Aug.	Moji, Kobe, Osaka & Yokohama
"DALGOMA"	8,933	9th Aug.	Moji, Kobe, Osaka & Yokohama
"MORBA"	10,985	16th Aug.	S'hai, Moji, Kobe & Yokohama
"TAKADA"	8,949	16th Aug.	Amoy, Moji, Kobe & Osaka.
"KARMALA"	8,128	30th Aug.	S'hai, Moji, Kobe & Yokohama
"NAGPORE"	5,283	1st Sept.	Shanghai, Moji & Kobe.
"MIRZAPUR"	6,715	2nd Sept.	Moji, Kobe, Osaka & Yokohama
"ST. ALBANS"	4,800	10th Sept.	Shanghai, Moji & Kobe.
"ALIPORE"	5,373	11th Sept.	Shanghai.
"MANTUA"	10,946	13th Sept.	Shanghai, Moji

